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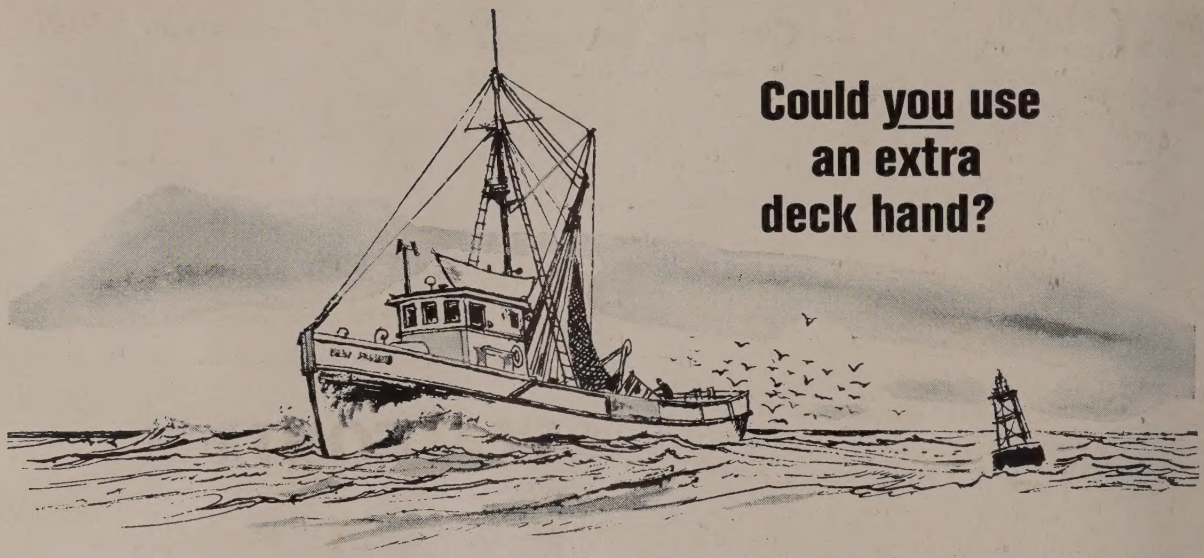

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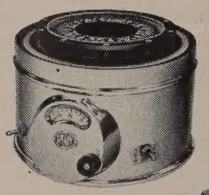

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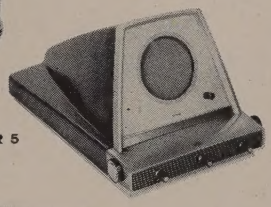

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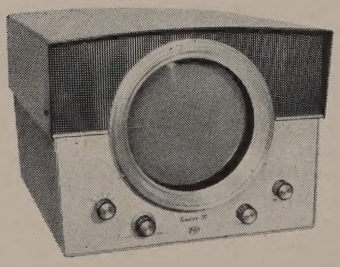

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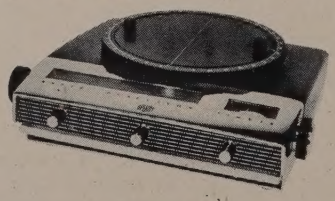

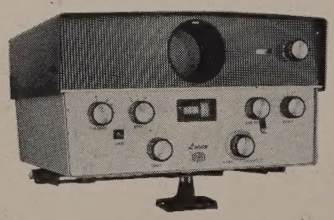

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Our Fifty-Eighth Year— JANUARY 1, 1960
Vol. 58 No. 1

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ALASKA CONTROL
And Its Responsibilities

● This month Alaska as a state assumes control over its fisheries.

The resource is one of tremendous value and the administration and conservation of it are responsibilities of the most serious and demanding order. They rest not alone upon the Alaska Department of Fish and Game and its staff but also upon the governor and legislators of Alaska, to whom they are answerable.

The responsibility does not end there. It rests also upon the people of Alaska, every one of them.

● The problem primarily is one of wise-use conservation and administration in accord with sound scientific determinations.

Solution is complicated by the fact that Alaska enters into control at a time when the most important element of its fisheries—the salmon—admittedly is in poor condition.

Thus the challenge is the greater, the task the more difficult, but the opportunity for reward the brighter.

Here is an historic enterprise which all intelligent men will support. Restoration of Alaska's salmon resource to the level of its years of greatness is perhaps the richest potential in Alaska's future.

● The day after Alaska's statehood act was signed by President Eisenhower *Pacific Fisherman* wrote:

> "Alaska's fisheries are a natural national resource and must be perpetuated by sound and scientific conservation to the end that they may continue to yield food and wealth on a sustained basis from year to year. In this *Pacific Fisherman* believes, and on this we stand."

We still do.

The principle that the Alaska fisheries are a national resource was written by Congress into the Statehood Act when it withheld control over the fisheries from the state until it had made "adequate provision for the administration, management and *conservation* of said resources in the broad *national* interest."

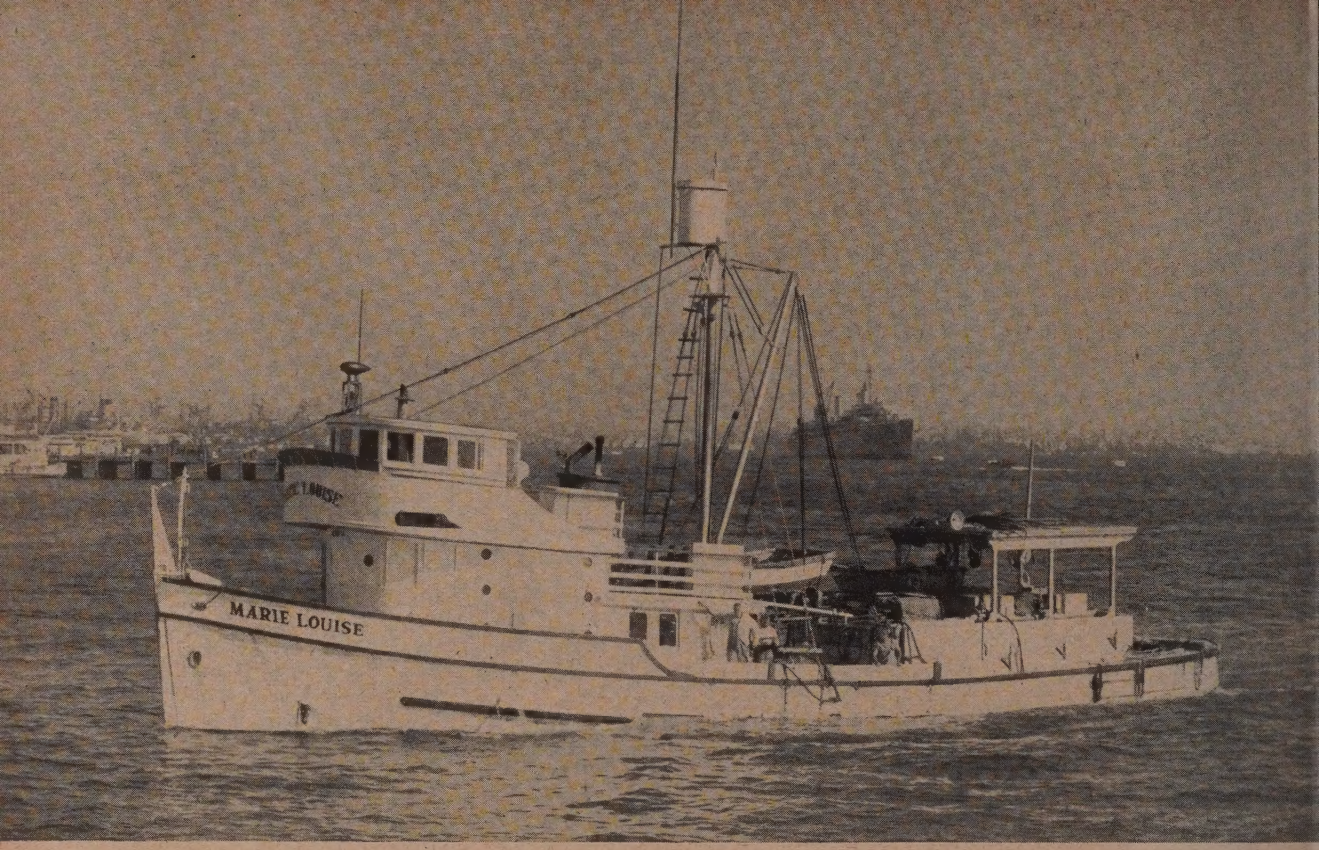
● This concept of the Alaska fisheries as a resource in which there is a *national* as well as a *state* interest has another compelling aspect.

The fish upon which the Alaska industry largely depends spend much of their existence in seas to which the state's authority does not extend. Moreover, Alaska's geographical position is such that these high seas and the Alaska resources which swim in them are particularly vulnerable to exploitation by other nations. Although Alaska has a special interest in the salmon resource which originated in its streams, on the high seas the conservation of that resource becomes a matter of "the broad national interest" of which Congress wrote, and which the national government alone can provide.

The concept is rooted in the law of reason as well as of the land.

It has a very real place in Alaska's new enterprise of "administration, management and conservation" of its fisheries.

May that enterprise be fruitful.



A Cat D375 Marine Engine provides propulsion power while two Cat D4600 Electric Sets supply auxiliary power for the *Marie Louise* operating out of San Diego. A tuna boat, the *Marie Louise* is 81′ long with a 19′6″ beam and 12′ draft.

"For economy, dependability and power...

this engine outclasses anything we've ever seen!"

The engine is a turbocharged Cat D375 Marine Engine . . . and the statement comes from Steve Zolezzi, captain and co-owner of the tuna boat, *Marie Louise,* operating out of San Diego, California. The 81′ *Marie Louise* is Cat-powered from stem to stern with the D375 supplying propulsion and two Cat D4600 Electric Sets providing auxiliary power. "We decided on Cat propulsion power because of the trouble-free service we got from our Cat D4600's," adds Skipper Zolezzi. "Our first trip, we never touched or looked at our D375. It ran so quiet, we tried to start it when it was already running!"

One reason for the famous smooth performance and ease of maintenance of Cat Marine Engines is their trouble-free fuel system. Fuel injection valves and pumps are interchangeable and entirely free from adjustment. And the easily replaced capsule valve with its single, large orifice, combined with the Caterpillar-designed precombustion chamber, gives foul-free performance when trolling or idling, and even with low-grade fuels.

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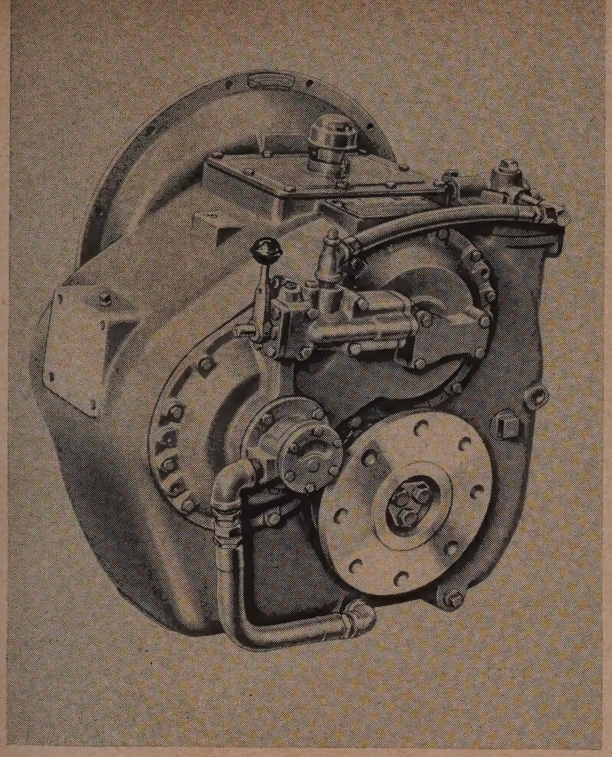
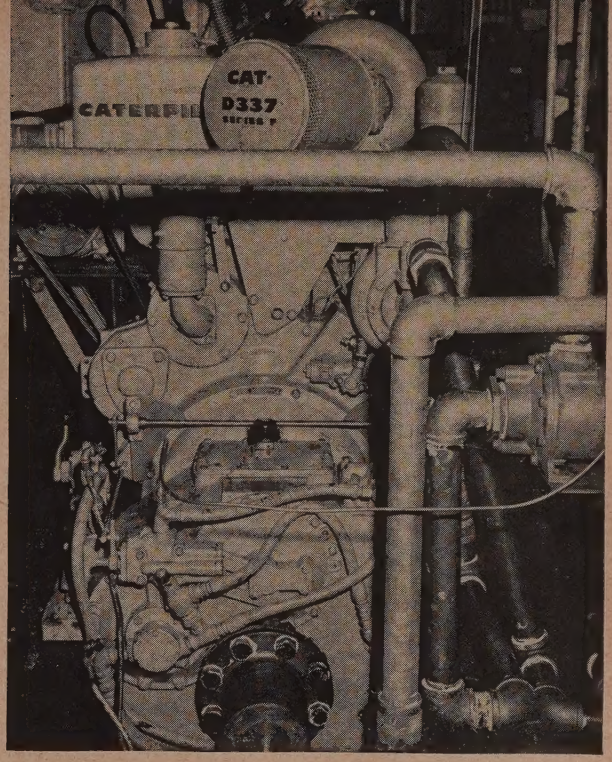


Marine Gear—Shown here is the marine reverse and reduction gear power-matched to the Cat D337 Series F Engine used to power the *Ketovia*, below (installation photo at right). Ratios available: 2:1, 3:1 and 4.4:1.



This Cat D337 Marine Engine provides propulsion power for the fishing boat *Ketovia*, operating out of Seattle. Owner Walter Osterback says: "Cat Engines are dependable and deliver their *rated* horsepower. Dealer service," he adds, "is excellent."

ENGINE POWER BY CATERPILLAR

A Cat D337 Marine Engine provides propulsion for the *Ketovia*. She is 63′ long with 17′2″ beam and 7′8″ draft. The modern, heavy-duty D337 drives the 54″ x 41½″ wheel to 10 knots.

Mr. Walter Osterback, owner of Caterpillar Diesel D337 Marine Engine providing propulsion power for the fishing boat *Ketovia*, operating out of Seattle, Washington. Skipper Osterback says: "I find my Cat D337 dependable. And believe me it really delivers its rated horsepower."

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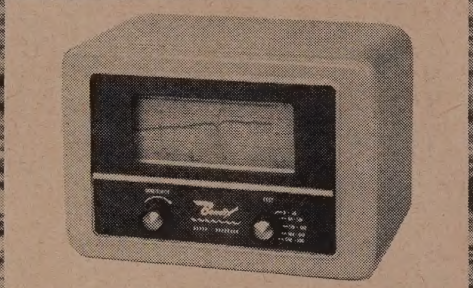

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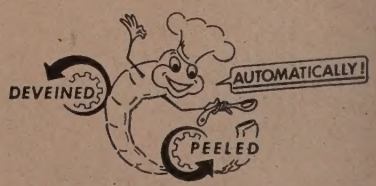

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PACIFIC FISHERMAN JANUARY 1, 1960

Calif. Tuna Pack Barely Short Of All-Time High Set in 1958

● As the tuna industry statisticians oiled up their calculating machines and got ready to churn out the 1959 year-end totals, it looked as if the California canners would come very close to—but wouldn't quite reach—the sky-high record of 11,270,000 cases produced in 1958.

The California pack for the period from January 1 to December 5 was estimated at 10,113,835 standard cases. Figure for the same period in the previous year was 10,682,300. Source: Market News Service of the U. S. Fish & Wildlife Service.

The best-educated guesses among industry observers were that the 1959 pack would be somewhere about 5% short of the 1958.

In the Market News Service figures, the pack up to December 5 was divided among:

	1959	1958
White Meat	1,505,535	1,461,500
Light Meat	8,550,900	9,162,800
Other	57,400	58,000
Total	10,113,835	10,682,300

There was an increase in the quantity of Albacore packed in 1959 over 1958, but the smaller packs in the other classifications knocked the total down to lower than last year.

Tuna Receipts Dip

● Cannery receipts for the period January 1-December 5 also showed a dip, naturally. Total tonnage delivered by all types of boats was 204,835 for 1959, as against 216,930 in 1959—down 12,095 tons or 6%.

Considering the three-month tie-up of both clipper and seiner fleets last Spring and Summer, the seiners fared surprisingly well in tonnage delivered. The 1959 figure was off only 140 tons up to December 5 as compared with the same period in 1958, according to the Market News Service. The current year's catch up to December 5 was 41,874 tons as against 42,014 in 1958. You can disregard the percentage difference.

The bait boats, however, were harder hit, with conversions to purse-seiners as well as with the long tie-up and the slow return to fishing after the tie-up ended. The clipper catch was off 20% in the period January 1-December 5, 1959 from the same period in 1958: 76,309 tons in 1959 as compared with 95,268 the previous year. In tons, the difference was 18,959.

In the age-old competition between bait-boats and net-boats, the seiners are pulling up on the clippers. But the statistics still show that the bulk of U.S. tuna is caught by hook and line. In 1958, a near-normal year, the clippers caught more than twice as many tons of fish as the seiners, and this year the difference was still close to 2-1.

The Albacore Were Biting

● The only group of fishermen in the tuna industry who actually caught more fish in 1959 than in 1958 were the Albacore boys. For the year up to December 5, 1959, their catch was 14,681 tons, an increase of 2048 tons or 16% over the same period in 1958, according to the Market News Service.

The increased catch is reflected in the increased pack of white meat tuna.

The CFCA Brass—James R. Barry, left, new president of the California Fish Canners Assn. and Gerald Cigliano, newly elected vice president

The total amount of fish caught by US fishermen, including transshipments from foreign-based vessels was 132,861 tons for 1959, a drop of 11% or 17,044 tons from the 149,905 tons caught during the same period in 1958, as reported by Market News.

Imports, the subject of much discussion (to put it mildly) during 1959, were up, but not as much as might be expected. Up to December 5, 1959, the Market News Service reported 71,987 tons of imported frozen tuna coming into the US, as against 67,473 tons for the same period last year. The percentage difference was only 7%.

Prices Down

● Prices for fish changed during the year, but at year's end were lower generally than at the end of 1958. An

American Tunaboat Association auction at San Diego in December sold a substantial tonnage from seven vessels at $250-$251 for Yellowfin and $210-$211 for Skipjack, a shade over the straight $250-$210 price that had generally been offered during the latter part of the year. These prices compared with $267-$273 for Yellowfin and $227-$233 for Skipjack at the end of 1958.

It was significant that one of the seven vessels whose fares were sold at the auction mentioned above was a purse seiner, being one of the first to move a load through the Tunaboat Association, which has heretofore been a stronghold of the bait-boats.

Fishing activity slowed somewhat as the Christmas season approached, skippers being unwilling to get too far from home at Yuletide. Southern California boat owners had taken no action on the request of Local 33 ILWU Fishermen's Union for an increase in price of fish to $270 a ton for Yellowfin and $230 for Skipjack. The going prices generally remained $250 and $210 respectively.

J. R. Barry 1960 Chief of Calif. Fish Canners

● James R. Barry of J. R. Barry & Co., Terminal Island, was elected president of the California Fish Canners Association at the canners' annual meeting last month.

The meeting, held at the Ojai Valley Country Club, Ojai, Calif., drew nearly 100 cannery executives, suppliers and associates.

Chosen to serve with Mr. Barry were Gilbert C. Van Camp Jr. of Van Camp Sea Food Co., vice-president; and Gerald Cigliano of Pan-Pacific Fisheries, secretary-treasurer. Mr. Van Camp was elected in absentia, being unable to attend and accept the honor in person.

The meeting was one of the most successful in recent years. Arrangements were handled by E. L. Morris of the canners' organization, who also served on the golf committee.

● The big highlight of the meeting, as usual, was the golf tournament, top prize being the Miller Freeman perpetual trophy for low net score for members of the California Fish Canners Association. This was won by Nick Trutanich of Star-Kist Foods, retiring president of the association.

Other golf winners were:

Low gross for members, Jack Gorby of California-Marine Curing and Packing Co., with a sizzling 84. First low net, members, (not including the winner of the Miller Freeman trophy), Jim Barry. Second low net, members, Bob Beamon of Van Camp Sea Food Co.

Low gross for guests, Hal Requa of American Tuna Canning Co., with a card of 86. First low net, guests, Russ Burkett, Schmidt Lithograph Co. Second low net, guests, Joe Porter, Fibreboard Paper Products Corp. The high gross prize, open, was won by Maury Piggott of American Can Co., and the special nine-hole low net prize went to Cecil Bays, vegetable oil dealer.

The tournament was ably handled by the golf committee consisting of Mr. Morris, Albert Vignolo of Van Camp Sea Food Co., and Lee Irish.

Another conference highlight of a more serious nature was a short briefing session held by George Steele of National Canners Assn. and Dr. W. M. Chapman of the American Tunaboat Assn. on the coming world conference on the Law of the Sea, to be held next Spring in Geneva, Switzerland.

Following the short briefing, the conference closed with the traditional cocktail party and annual banquet, during which the golf winners received their prizes. An honored guest at the meeting was James Holmes, Assemblyman from Ventura, who was introduced to the meeting by Charles Carry, manager of the CFCA.

Max Gorby, speaking at the California Fish Canners Association convention. On the table in front of him, the Miller Freeman golf trophy, which was presented to Nick Trutanic, winner, by William B. Freeman, seated in the background.

Nick Trutanic, retiring president of the CFCA and winner of the Miller Freeman golf trophy, left, at the Ojai meeting with Charles R. Carry, CFCA executive director.

Dean Kayler Sells Out to Partner, C. Dahl

Dean C. Kayler in December announced that he had disposed of his share in the Kayler-Dahl Fish Co. of Petersburg, Alaska, to his partner, Chriss Dahl.

Mr. Kayler's health has been poor for a number of years and he decided to retire from the active fish business.

The business will continue under the same name. The headquarters plant at Petersburg is a compact and combined cannery and cold storage, handling shrimp and halibut as well as salmon. It is believed to have been the Alaska pioneer in the practice of refrigerating fish in chilled sea water at the cannery.

Marine Research Committee meeting in San Pedro: Seated, left to right, are: **John Hawk,** Seafarers' International Union; **Don Saxby,** California Packing Corporation; **Julian Burnette,** committee chairman and public representative; and **Gilbert C. Van Camp,** Van Camp Sea Food Co. Standing: **Garth I. Murphy,** co-ordinator of marine research; **Arthur Mendonca,** F. E. Booth Co.; **Richard Croker,** committee secretary and chief of Marine Fisheries, California Department of Fish & Game; **John Morris,** Star-Kist Foods; and **Emmett Stewart,** California State Chamber of Commerce. Absent when the picture was made was **Max Gorby,** California-Marine Curing & Packing Co.

Southern Calif. Sardine Operations Slump Sharply

● As this magazine went to press Southern California's 1959 sardine season was virtually over. The December light-of-the-moon ended on the 17th. A week later was Christmas, and a week after that the season ended officialiy.

It was not a fat season.

Prospects are that, when the fish tickets all are in California fishermen will have caught just about one-third the quantity of sardines landed during the 1958 season. Granted tha tthe 1958 season was the best in many years, and it might have been almost unreasonable to expect a repeat, still the 1959 harvest was a disappointment.

Through December 10, 1959, the Market News Service of the USFWS reported that the three California fleets — San Francisco, Monterey and San Pedro—had caught 31,500 tons of sardines. The 1958 total to date was 94,245. In other words, the catch to date for 1959 is just about one-third of the 1958 catch to date.

Why?

● The reasons for the inferior season in 1959 are somewhat complicated. Just before the beginning of the season, scientists of the California Co-Operative Ocean Fisheries Investigations estimated that there would be approximately the same quantity of sardines available to fishermen this season as last.

The scientists based their estimate, of course, on purely scientific observations. They estimated that there would be that many fish in the water to be caught, provided the fishermen were able and willing to catch them. They did not take into consideration such factors as the weather, the market for the catch, or the price offered by canners to fishermen.

As it turned out, almost all factors, except availability of the fish itself, worked against a good season.

The fishermen were plagued by bad weather some of the time. At other times, the weather, though not stormy, worked against the fishermen through sharp changes in temperature. At least that was the theory advanced by some well-informed people. Sudden changes in water temperature, it was said, caused the sardines to move rapidly from one area to another; in other words, to "disappear" suddenly.

Some observers said that these temperature changes might have caused the sardines to migrate up and down through the water as well as from one area to another, always seeking the water temperature that suits them best.

A Soft Market

● Economic factors were less encouraging this year than last. Whereas last season sardines were selling at around $50 per ton ex-vessel, this year the price was at the $35 level for most of the season.

The market for US-canned sardines was not highly profitable to the canners. Export markets are dominated by cheaper South African and Japanese canned sardines, and the US market seems to be suffering, some said, from too much general prosperity in the US. Sardines, it is said, are a low-cost, highly nutritious food, and are more in demand when people are in a price-conscious state of mind. When their pockets are full, they think in terms of steak at $1.50 per lb., and sardine sales suffer accordingly.

California canners began the 1959 sardine season with sizable inventories carried over from the 1958 season, and were not over-anxious to buy more fish, or to pay high prices for it.

The figures for the season up to December 10 inclusive show that of the three California fleets—Monterey, San Francisco and San Pedro—the San Pedro boats caught most fish, but took the biggest percentage loss comparing the 1959 season with last year. Here is the breakdown, reported by

the Market News Service for the season to December 10 inclusive:

	1959	1958
San Pedro	17,378	71,430
Monterey Moss Landing	12,800	19,808
San Francisco	1,412	3,007

San Pedro's landings were 54,052 tons less in 1959 than in 1958, or a drop of 76%; Monterey-Moss Landing caught 7008 tons or 35% less this year than last; San Francisco accounted for 1595 tons less, or 53%.

The total drop in catch this year to date under last was 62,986 tons or 67%.

The estimated California sardine pack for the season from August 1 to December 10 inclusive is reported by the Market News Service as 669,500 cases. For the same period of 1958, the pack was 2,229,500 cases. The drop was 1,560,000 cases or 69%. To December 10, that is, the California 1959 pack was less than ⅓ of 1958's.

CORRECTION—
Canadian Halibut Data Amplified Before INPFC

Canadian members of the Biology and Research Committee of the International North Pacific Fisheries Commission in the committee meetings preliminary to the sixth annual commission meeting last October did submit additional material on North American halibut stocks, and supporting their qualification for continued abstention by the Japanese.

This statement is confirmed by competent observers present throughout the meetings; and is made in correction of an assertion to the contrary which appeared on Page 2 of the November issue of *Pacific Fisherman*.

In that issue we said that no additional material had been submitted by Canada with respect to the case on halibut.

In this *Pacific Fisherman* erred. We publish this correction in the interest of full accuracy and in an effort to repair any damage which may have been done by our incorrect statement.

In this connection it is perhaps worth re-quoting a statement by George R. Clark, the Canadian Section chairman, in his remarks at the opening session of the conference:

"It is the firm belief of the Canadian Section that the stocks for which Canada has submitted abstention reports meet the provisions of the convention. We are convinced of the soundness of our cases and would welcome the release of the Canadian reports to the public generally and particularly to the world's fisheries scientists."

Peru Approves Doubling Great Anchovy Industry

● Doubling of Peru's fish reduction industry — whose 1959 meal production may prove to be the largest of any country in the world — is authorized by Supreme Decree No. 09, which recently entered into force.

This decree wholly supersedes that of 1956, which limited expansion of the industry. It also modifies the supplementary decree of 1958 affecting fish reduction.

The new decree does these things:

1. Authorizes licensing the installation of additional land reduction plants to a capacity not exceeding that installed to October, 1959; thus doubling present capacity.

2. Limits licenses to persons or corporations with "sufficient economic means to meet the investment required to complete the enterprise."

3. Provides "an indispensable" requirement that the person seeking license must own the vessels which will supply the raw material. Annual proof of this ownership is required.

4. Requires plants licensed must be installed within the year the license is authorized.

5. Specifies plants now in operation "will adjust their licenses in accordance with the provisions of the present decree" within 12 months. (Whether this will require acquisition of all fishing boats is not clear, but this would appear to be indicated.)

6. Directs that individual licenses shall limit tonnage to that which can be processed in 20 hours per day and 300 days per year.

● Reason for the requirement that all anchovy fishing boats be owned by the plant-owning companies is said to be because the attractions of anchovy fishing has drawn boats from fishing bonito and fresh fish for the local markets to such an extent that these branches of the fisheries have been seriously handicapped.

● Utmost significance is attached by informed persons to the preamble of Decree No. 09, for it says, according to translation from the original Spanish:

Since the decree of 1956 "there has been no appreciable diminution of the anchovy population, but rather fish of that species have increased in number continually; and in similar manner the guano bird population has recovered."

Furthermore, the decree confirms Peru's notably liberal attitude toward business and industrial development, saying:

> *"It is in the interest of the State to stimulate the commercial development of the country on the basis of free enterprise under a regulation which does not prejudice natural sources of national wealth, and provides sources of labor.*
>
> *"To that end the State should give to the fishing industry an opportunity for expansion, and at the same time should regulate its activity in protecting the resource which it exploits."*

● The decree excludes three sectors of the coast from areas for which licenses may be granted. These three locations are at present centers of fish reduction with numerous plants. They are: Chimbote-Samanco, Callao-Pucusana, and Languna Grande.

Puget Sound Canners Re-Elect R. O. Pierce

Robert O. Pierce, Whiz Fish Products Co., was re-elected president of Puget Sound Salmon Canners, Inc., at the annual meeting in Bellingham, Wash., Dec. 11.

John N. Plancich, general manager of the Fisherman's Packing Corporation, was elected vice president, succeeding Mr. Pierce.

Don Franet of Nakat Packing Corporation was re-elected treasurer; and Herald O'Neill was again eelcted executive secretary.

Ted Murphy Retires

Miss Ted Murphy, in charge of the Seattle office of the Alaskan Division of the U.S. Fish and Wildlife Service, retired from the Service at the end of 1959 when the Alaska Division was discontinued with transfer of control over Alaska fisheries to the state.

Miss Murphy had served the Alaska fisheries for decades and is widely known throughout the fisheries, and particularly in the salmon industry.

Lazio Owns Shrimper

The well-known shrimp trawler *Ocean Queen* is now owned by Tom Lazio Fish Co., Eureka, Calif., and is skippered by "Dusty" Rhodes.

Miracle of the Can:

how it changed the habits of the world

One hundred and fifty years ago, Peter Durand, an English merchant, was granted a patent for vessels of "pottery, tin or other metals of fit materials." Thus, the miracle of the can was born. This early "tin cannister" packaged foods in sealed containers . . . and changed the habits of the world.

Today, not only food but an almost infinite variety of things we use and enjoy comes in metal containers. Beverages, paint, petroleum, chemicals . . . these are just a few of the products brought to us conveniently, economically . . . by the "miracle of the can."

Can manufacturers everywhere, in the U.S. and abroad, are enthusiastically preparing to participate in the Sesquicentennial of the Invention of the Metal Can. You may want *your* company to take advantage of this great opportunity to tie in with this important observance. The Sesquicentennial may be used as a springboard for stories, advertisements and promotions that can serve each organization's special needs.

American Can Company is proud to be a part of this great industry as it observes its 150th anniversary. Canco's continuing program of research and development is pledged to provide still better packaging for the products of agriculture and industry.

American Can Company

1960 Geneva Conference Profoundly Significant

● Profound significance for the future of the fisheries of all nations attaches to the second United Nations Conference on the Law of the Sea, opening in Geneva, Switzerland, March 17. It is scheduled to extend to the middle of April, and possibly a week longer.

Out of it may come, *should* come, clarification of the two prime problems at issue between the nations:

1. Width of the territorial sea as it concerns jurisdiction over ocean fisheries.

2. Special interests of coastal states in the fisheries of the high seas adjacent to their coasts.

Divergence in national viewpoints on these issues is very plain; and it would be less than candid to deny that within the United States fishing industry as a whole there are definite differences on these points.

● Certainly the conference will see a renewal of the efforts to modify the doctrine of the narrow territorial sea (i.e. the "3-mile limit") so far as jurisdiction of the coastal state over fisheries is concerned, while retaining it with respect to security.

That these proposals in their various specifications have developed much suport is acknowledged.

That the position of the United States may reveal some modification is anticipated by close observers of policy development; but they see such modification tied to the doctrine of "historic rights," which are basic to one of the qualifications for abstention under the International North Pacific Fisheries Convention.

Japanese-Soviet Tensions Building Up Over Fishing

● Build-up of tension in advance of the Soviet-Japan annual conference on fisheries under the terms of the treaty between the two nations was evident in Tokyo as 1959 closed.

Uncertainty as to when the Moscow meeting would be held was matched by the conviction of competent observers that the Soviet Union might be preparing proposals for further drastic restriction on Japanese fishing.

Originally proposed for about January 19, the meeting might be delayed until the end of February under new proposals by the Soviet government. The Japanese did not appear to be taking warmly to this proposal, remembering obviously that in 1959, with an early-January opening, the conference's work was barely completed in time for them to mount their ocean fishery. Actually, there was some loss of fishing time as result of protraction of the 1959 settlement. If the conference were to be delayed as much as six weeks, it might be impossible to complete its agenda in time for high seas fishing operations.

The Japan Fishery Agency also showed evident concern over statements made by members of a Soviet fisheries mission who visited Japan late in November. During the inspection tour I. M. Kurokhin, spokesman for the U.S.S.R. party, made the statement that "There can be no salmon fishing in Kamchatka by Russians in 1960." He also reported that the Soviet production of salmon in 1959 was 25% under expectations, a condition which he blamed on the Japanese high seas fishery.

While Japanese industry opinion was inclined to feel these statements were typical of Soviet diplomacy, the government Fishery Agency was inclined to view the matter more seriously, and might forecast an adverse attitude toward any proposals of the Japanese for increased fishing time, tonnage and area in 1960.

Revenue Dip Causes Cut in California Research

Scientific study of the habits of Pacific Coast fish, and of the ocean they live in, will be cut substantially next year, as a result of lower revenues available to the Marine Research Committee.

The Marine Research Committee is a co-ordinating research organization composed of representatives of the California Department of Fish & Game, the U.S. & Wildlife Service, California Academy of Sciences, labor unions, major and minor canners, University of California and the public.

The committee met last month in San Pedro to discuss ways and means of paying its bills in the face of heavy losses in revenue due to the smaller catch of sardines this year. The Committee's funds are based on assessments per ton of fish caught.

After a study of the situation, two resolutions were passed; (1) to renegotiate research contracts with outside agencies, cutting expenditures substantially; (2) to lower its sights for the fiscal year 1960-61 and eliminate some planned research.

At the San Pedro meeting last month were 10 committee members, three official advisers and about 35 interested observers from canneries, labor unions and boat-owners' organizations.

Besides discussing its budget problems, the group heard reports on the World Sardine Conference held in September in Rome under auspices of the Food & Agriculture Organization of the UN (see *Pacific Fisherman*, November and December 1959).

Typographical Error Upsets Meaning of FRI Forecast

Meaning of the Fisheries Research Institute's forecast for the Bristol Bay Red salmon run of 1960 was reversed by a typographical error in *Pacific Fisherman's* December report.

Carried on Page 1 of this journal's December edition, the F.R.I. forecast *should* have been quoted thus:

"We do feel quite certain that, if the Japanese catch is small, a run of more than 30,000,000 *Red salmon should be expected in Bristol Bay next year."*

A three-letter word—"not"—appearing where it had no business to be, reversed the meaning of this straight-forward forecast.

Keilman Joins FWS At San Pedro

L. A. Keilman, a 12-year veteran with the Market News Service of the US Fish & Wildlife Service, has joined the San Pedro staff.

He is assistant to V. J. Samson, chief of the Market News Service San Pedro office, and reporter for the Market News "yellow sheet."

Mr. Keilman came to San Pedro from the Washington central office of the Market News Service, where he had been for two years. Previously, he had served in the Market News offices at New Orleans (1955-57), Hampton, W. Va., (1952-55) where he headed the office, and Seattle (1947-52).

Pacific Fisherman in Denmark—Dr. Walter F. Vogeno, European continental director of Miller Freeman Publications, right, discusses the "Electronics in Fishing" number of "PF" with an engineer of Simonsen Radio in the Simrad booth at the Copenhagen fair. Articles by Simrad specialists featured the number. In the photo on the right The Peelers Co. of New Orleans showed Europe how Americans meet the shrimp-peeling problem—profitably.

P F Reports on Copenhagen's World Fisheries Trade Fair

What Can We Learn? What Can We Use? What Can We Sell? What Should We Buy?

● World-wide character of the fishing industry is demonstrated by the Third International Fisheries Trade Fair, held last autumn in Copenhagen, Denmark, and participated in by 14 countries.

Pacific Fisherman was privileged to be represented by three men, Miller Freeman Jr., executive vice president, Miller Freeman Publications, San Francisco; DeWitt Gilbert, editor of *Pacific Fisherman,* Seattle; Dr. Walter F. Vogeno, Miller Freeman Publications' European director, Cologne.

Their observations at the Copenhagen International Fisheries Trade Fair confirmed anew the cogent soundness of *Pacific Fisherman's* slogan:

> *"Fishing is a World Industry; and the Pacific Alone is Half the World."*

● The International Fisheries Trade Fair, held every 30 months in Copenhagen, provided an excellent opportunity for North Americans to examine European equipment, machinery, supplies, methods and technology against the background of their experience; and to ask themselves:

"What can we learn here? What of this can we use to advantage in fisheries throughout the world? What from Europe applies beneficially to the fisheries of the Pacific, which 'alone is half the world'?"

These questions were asked; and here *Pacific Fisherman* seeks to answer some of them.

There was another question asked at Copenhagen by some American firms: *"What can we sell here?"* The answer was found in exhibits of American goods, some of which enjoy the highest standing in Europe.

● Viewed broadly through North American eyes, the Third International Fisheries Trade Fair at Copenhagen had several aspects of special interest which may be generalized in these terms:

1. Mechanization of fish dressing and preparation.
2. Application of synthetics, fibers and plastic, to fishing and fish packing equipment.
3. Employment of variable pitch propellers in fishing vessels.
4. European development of integrated fishing factory vessels capable of preparing their catch while remaining at sea.
5. Application of electronics to fishing.
6. Exhibits from countries other than those of Europe.

In this brief report on the Third International Fisheries Trade Fair, *Pacific Fisherman* will deal with the six points in order. The report seeks to be broadly objective, although admittedly it may reflect a specialized Pacific point of view in appraising applications and potential.

Mechanized Fish Preparation

● Several interesting machines were shown at the Copenhagen Fisheries Trade Fair, machines with particular application to the North American field — and one of them originating there.

For Europeans the booth of The Peelers Co., New Orleans, held a great deal of interest; and particularly because the Baltic shrimp served widely in gourmet Denmark in size, color, character and flavor closely resemble the Ocean Pink shrimp of the North Pacific, where a shrimp canning industry has been built in a few years on mechanical shrimp picking pioneered by The Peelers Co. The mechanical shrimp peeler commanded close attention in Scandinavia, where it appears to eminent possibilities of profitable application.

The Arenco fish heading, dressing, filleting or cross-cutting machine manufactured in Sweden and represented in the United States by Arenco Machine Works, Inc., 25 West 43rd St., New York, commanded intense inter-

American Machines in Copenhagen Fish Trades Fair—Caterpillar diesels are widely used in Scandinavia and were featured strongly by their Danish distributor, W. Langreuters. This same firm also handles Oregon-built Hyster "gaffle" trucks—fork trucks—of which the box-grab type shown in our photo is specially adapted for us in fishery plants.

est in the field of small fish preparation. (There is also an Arenco machine for packaging various products in plastic films.) The fish filleting machine was working at the fair, where it seemed particularly adapted to fish of the type of herring, pilchards, sardines or smelt. There are two sizes, capable of handling from ranging from 20-to-the-pound up to 1-lb. each. Filleting is at the rate of 150 fish per minute. The fish are headed and fins removed. Fillets may be either single or joined at the back at the option of the operator; or the filleting section of the machine may be removed and the dressed fish delivered whole, or crosscut into sections of any length or can size. Pokes are cleaned of all membrane by a fast turning Carborundum wheel. One of these machines is expected to be operating on the Pacific Coast this winter, dressing Columbia River smelt for freezing.

● Baader fish filleting and skinning machines are well-known in the groundfish industry handling cod, haddock, pollock and the like, and this equipment, manufactured by Nordischer Maschinenbau, Lubeck, West Germany, were displayed in number and variety.

However, for the Pacific Coaster prime interest lay in the Baader 170, a machine still under development, although the prototype was exhibited and operated at Copenhagen. This machine is specifically designed for filleting flatfish, and is intended primarily for the Pacific Coast market.

While it could readily handle North Sea products such as plaice and true English sole, the equipment was conceived by Baader to meet the long-felt demand for fillet mechanization on the Pacific Coast of the United States and Canada. The machine is expected to be in commercial production in about a year, and probably will be introduced first on the Pacific. It is to be available in two sizes, one handling fish from 20 to 45 centimeters in length and the other fish in the 40-50 cm. range.

Interest also attached to two French machines, one for filleting and the other for skinning, particularly because of their compactness, simplicity, lightness and relatively low price. These are the Varlet machines, which are specially designed for use aboard ship, where their small size has particular attraction. These machines are marketed by A. L. Dessau & Cie., Paris. The fillet machine, capable of handling fish up to about 6.5 lbs. weight, is only 9′ long, 4.5′ wide and 4.7′ high. Power requirement is 3 hp. The skinning machine occupies only about 12 square feeting and skins 1,500 fish per hour.

● Although not directly associated with mechanized fish preparation, the Lundborg El-Clorator, which provides chemically sterilized sea water for chlorine cleansing and disinfecting, promised to be of special interest to fillet plants, salmon canneries, and all fishery operators who put a premium on quality and cleanliness. This equipment uses electrodes connected to direct current and placed in flowing seawater to break down a portion of the sodium chloride electrolytically. Current requirement is low. El-Clorator units produce 30 gals. of sterilized solution per minute, but may be connected to increase capacity or degree of chlorination. They are manufactured by Ab. A. Ekstroms Maskinaffar, Stockholm, Sweden.

Application of Synthetics

● Fibers for netting and cordage naturally constituted the primary applications of synthetics noted at Copenhagen, but they appeared in many other uses as well. These included weather proof clothing, featured by Plarex, who also manufacture inflatable floats of the type widely used in the Pacific fisheries of the United States and Canada.

Synthetic fibers led all other classifications at Copenhagen in the matter of international representation. While many of the fiber and netting displays were sponsored by local Danish distributors, it was noteworthy that basic manufacturers represented came from Japan, France, Germany, the Netherlands, the United Kingdom, and Denmark. Nylon in its various national and trade terminologies, particularly "perlon," was widely represented in various specialized formulations; but there were also other synthetics, notably Kurashiki's "Kuralon," which in the North American market is called "Manryo"; and the Dacron-like "Terylenes."

Toyo Rayon Co. had a display featuring its "Amilan" nylon, widely used by the Japanese high seas salmon fleet and in many Canadian and American gillnets. Another Japanese manufacturer represented by display was the netting firm Nippon Kenmo K.K., with displays made of "Amilan" and "Kuralon." Danish distributors handling nets made of these Japanese fibers reported excellent acceptance for them in the fisheries of Scandinavia as well as in western Europe. They said that "Kuralon" ("Manryo") found particularly ready acceptance in Scandinavia, where the fishermen traditionally like to treat their nets with tar, and where they have found that "Kuralon" nets take the tarring almost identically with the cotton which the new synthetics have so largely displaced.

● Special attention devolved upon the

Designed for Pacific Coast service, the Baader 170 flatfish filleting machine was shown in prototype for the first time at the Copenhagen Fish Trade Fair. Here in the left photo DeWitt Gilbert, editor of **Pacific Fisherman,** gives the machine careful scrutiny. Evinrude, Johnson, Gale and Buccaneer engines of Outboard Motors Corporation are exhibited at Copenhagen, where they easily dominated the outboard division exhibits.

several displays of monofilament nylon nets, as yet apparently all handmade. This controversial gear, whose use has been temporarily prohibited in a number of American areas, attracted wide attention. While most of the material in monofilament netting shown was nylon in one or another formulation, at least one large Dutch concern —Kunstzijdespinneriji NIMA N. V.— featured a high-density polyethylene filament for such netting. Beside the selling points of lightness and dimensional stability, this filament was claimed to produce slip-less knots, due to its rectangular cross section.

Knotless netting of German manufacture, differing fundamentally from that of Japanese and American manufacture, attracted much attention at the display of Walter H. Scheibe K.G., its manufacturer. This netting appears to be *woven* together at the knotless "knots," rather than either braided or crocheted. Advantages were claimed to be (1) complete mendability, as the "knots" do not pull apart when cut or broken close; and (2) remarkable speed of manufacture, which of course is reflected in cost. Material used in the Scheibe knotless netting on display was Hochst-Trevira, a fiber specialty of the great Hochst manufacturing house of Western Germany.

A Porlester net-machine machine of British manufacture was shown in operation at Copenhagen. This machine is distinctive in that it was designed and built specifically for handling synthetic fibers, and was thus credited with superior performance in contrast with machines developed for natural fibers. A number of Porlester machines are in use in North American netting factories, including First Vancouver, Moodus, Carron, Goldman, Coulson and Bayside in various parts of the United States and Canada.

Engines and Propellers

● As might be expected, there were many European engines on display at the Third International Fisheries Trade Show, ranging up to a big 1,300-hp. 2-cycle turbo-charged diesel of MAK German manufacture. This engine attracted the attention of Americans, but was not in 1959 being offered outside Gtrmany. It was expected to be in general distribution this year. MAK also had a 310-hp. diesel on display.

No diesels attracted more interest from North Americans and fishermen than the Deutz line in all its variations so familiar on the Pacific Coast of both North and South America. The air-cooled Deutz diesels are widely established among European fishermen in the smaller power requirement classifications.

To the North American there was more of surprise in the wide use of variable-pitch propellers than in the diesels driving them. The Copenhagen fisheries show threw particular emphasis on the European employment of variable and reversible propellers, in contrast to the American tendency toward reverse and reduction gears.

Not surprisingly perhaps, this European preference appears to stem almost wholly from fact that there trawling represents a much larger percentage of over-all fishing activity than in the United States, Canada and the Pacific area generally.

Variable propellers in European practice are favored because they lend themselves to adjusting vessel speed and towing power to the needs of the trawl net, while maintaining engine rpm. at the most efficient operating speed.

Fishing Factory Ships

● Numerous models of the integrated, stern-trawling factory ships in increasing application by European countries could not fail but impress visitors from the Americas to the Copenhagen international.

These vessels follow the pioneering of the British *Fairtry*, but as developed by the Soviet Union and Poland go far beyond the prototype. They run, for example, to 246′ in length, with 45′ mean and 23′ depth. Diesel power of from 1,250 to 2,000 hp. gives them speed of 12½ knots.

Craft of this type building or specifically ordered in Europe are said to number approximately 100. Most of them will be equipped with filleting and freezing their catch, and for reduction of offal and inedible or unsalable fish. Equipment for reduction aboard the integrated trawlers is something of a specialty of the German concern Rud. A. Hartmann, Gross-Apparate und Spezialmachinen GmbH, which was said to have furnished 24 plants to trawlers building in Germany to Soviet order; and to have orders for 54 additional plants for vessels of this type to be built over the next five years. Hartmann reduction equipment is of several types, variously with metric tons capacity 5-12 per 24 hours; 12-50 and 5-250. The first two categories are of particular interest for floating installations, as they produce whole meal by vacuum drying without stickwater concentration. The smaller unit delivers dry press cake which is stored in that form and ground only upon delivery ashore.

Application of Electronics to Fishing

● While the Copenhagen International Fisheries Trade Fair naturally attracted exhibits of many electronic devices, most of them were comparatively commonplace in their application— radiophones, direction finders, sounders and the like.

Definite devotion to the problems of

Fishing Vessel Diesels of the Deutz line, with their wide selection and special application to various forms of fishing were shown in sizes and types for every use at the Copenhagen International Fisheries Trade Fair, as evidence in our left photo. On the right is the International Marine Paints booth. This line of specialized boat paints also was featured on fishing vessels in the harbor display.

fishing—a field of electronic application pioneered by the Norwegians and the Japanese—was registered by several of the European manufacturers and distributors.

Notable among these were Simonsen Radio, Oslo, with its "Simrad" electronic fish-finding and following devices; and Electracustic GmbH. of Germany with its "Elac" line.

The "Simrad" display featured the equipment and applications discussed in *Pacific Fisherman's* issue on "Electronics in Fishing," September, 1959, and the issue for the following month. All of the instruments discussed were on display, with thoroughly competent engineers prepared to explain the advanced methods of their use.

The Electracustic booth featured the "Elac" method of determining the fishing depth of a mid-water trawl and correlating it with the most productive horizon. For example, the "Elac" system uses a "lodar," the firm's name for sonar gear, to locate a school of fish and range it. Then as the boat followed its "lodar" to the school it employs its "fischlupe" to determine the precise depth of the school and its density. When this is known the "netzsonde" is used to establish the position of the mid-water trawl and to bring it to the horizon of the school. As the trawl reaches the school, the "netzsonde" which actually is an echo sounder with its transducer on the headrope of the trawl, but recording in the pilot house of the vessel, will show the fish passing into the net. This equipment can be continuously operated to record the height at which the trawl is fishing above the bottom.

Non-European Exhibits

● Although most of the exhibits at the Copenhagen fisheries exposition were European product, a number of manufacturers from the United States and Japan also exhibited. Reference has already been made to the several Japanese net and fiber manufacturers whose synthetic fishing nets, twines and ropes ranked among the notable gear exhibits.

Evinrude and Johnson outboard motors stood out brilliantly among the smaller European outboards. Plainly evident was the American motors' refinement and equipment leadership, in addition to their availability in power ranges far beyond those of outboards of European manufacture. These American motors actually are widely used in the fisheries of Europe where power and performance are at a premium.

Caterpillar diesel engines were featured at the show by the Danish dealer, who reported that these engines find many adherents in the fisheries of Scandinavia.

Along with the Caterpillar booth was an interesting showing of Oregon-made Hyster "box-grab" fork trucks, which find special use in fish canneries and warehouses because of their ability to handle packages by the sides, thus obviating the use of pallets. In Denmark they are called "gaffeltrucks," "gaffel" meaning "fork," as in gaffelbieter. Hyster fork trucks were reported to stand very high in sales in Denmark, topping all but one European brand, and to be particularly preferred among fishing companies.

International Marine Paints proved themselves to be just that as they featured the display of their Danish distributor. These American-manufactured paints have achieved a standard of acceptance in Europe which gives their brand name special significance.

The Peelers Co. shrimp-peeling machines and booth have already been mentioned under the heading of mechanization of sea food preparation, but it can well be mentioned again, for Peelers commanded abundant interest among the non-European displays.

Familiar Faces Encountered

● Attendance at the Copenhagen International Fisheries Trade Fair was reported to have exceeded 50,000. *Pacific Fisherman's* three-man team encountered a number of familiar faces from widely scattered parts of the world.

For example, a party of Japanese fisheries people was headed by Genzaburo Yasunari, publisher of Tokyo's leading fisheries daily newspaper, the Nippon Suisan Keizai (Japan Fisheries Economist), and included also Kenzo Momoi, president of the Momoi Fishing Net Manufacturing Co.

Dr. Lauren Donaldson of the University of Washington visited the fair in the course of a trip around the world. Garth Murphy, director of the California coordinated marine fisheries research program, attended en route back to La Jolla from the international sardine conference in Rome.

Gas Fumes Blast Boat

Gasoline in the bilge and fumes in the engine room were ignited by the electric starter to blow the forward end of the salmon troller *Olga* to bits last month at the Eureka, Calif., boat basin.

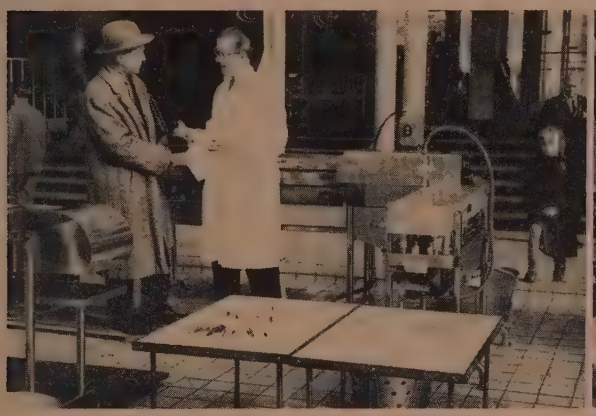
Henry Saba, Arcata, skipper of the boat was unhurt as the main force of the blast went down and forward.

Veteran Fisherman Dies

Bartolo Aiello, 83, well known retired Monterey fisherman died last month after a long illness.

PACIFIC Fisherman's NEWS

JANUARY 1, 1960



Sweden and Japan are represented in these two pictures of displays at the Copenhagen Fish Trade Fair. On the left is a scene in the display featuring Arenco fish preparing machines, built in Sweden. On the table in the foreground some samples showing how the machine in the middle background dresses, heads, crosscuts or fillets fish up to 1-lb. weight each. Kurashiki Rayon Co. of Japan featured its Kuralon fish netting and cordage in many sizes and types. This fiber, a favorite in Scandinavia, is distributed in America under the trade name of Manryo.

AUSTERITY in Fishing Sockeye Certain for '60

● Austerity is the keynote for Sockeye fishing in 1960—in Puget Sound, the Strait of Juan de Fuca, the Fraser River, and indeed all along the British Columbia coast.

This became plain at Bellingham, Wash., Dec. 11, when the International Pacific Salmon Fisheries Commission disclosed its proposals for international fishing rules in 1960.

Regulation for Canadian fishing north of treaty waters also are expected to be relatively severe in their restrictions upon intensity of exploitation.

Actual outline of the proposal for both U.S. and Canadian fleets is:

Canadian—

Straits, closed to July 17; open July 17 to Aug. 7, 3 days a week.

River, open June 27 to August 3, three days a week; open Aug. 14 to Oct. 2, two days a week.

American—

All waters, closed June 20 to July 18, *except* for 8½ mesh nets in inside waters.

Straits. open July 18 to August 7, three days a week; closed Aug. 7 to August 28.

Inside waters, open July 18 to August 14, four days a week; open Aug. 14 to Sept. 18, two days a week.

Conditions Assumed

● The proposals were submitted to the industry through the commission's advisory board, members of which will make their recommendations at a meeting to be held in Vancouver January 19.

The advisory board is composed of these representatives of the various elements in the two national industries:

Canada—

H. North, trollers, *R. Nelson,* canners; *Peter Jenewein,* gillnetters; *Charles Clarke,* vessel owners. *S. Stavens,* purse seine crewmen; *M. W. Black,* sportsmen.

United States —

Nick Mladinich, purse seiners; *Howard Gray,* sportsmen; *John Plancich,*

Tom Bezich, Star-Kist Staff Man, Dies

The Southern California fishing community lost one of its best-loved members last month when Tom Bezich, former purchasing agent for foreign procurement, Star-Kist Foods, passed from the scene.

Tom had been suffering for many months from an incurable illness, and his death was expected. Nevertheless, it was a sad blow to hundreds of friends.

Born 49 years ago in the state of Washington, Mr. Bezich fished in San Francisco and San Pedro before he joined Star-Kist in July, 1941. He quit active fishing when he suffered a shipboard accident years ago. Nevertheless he was physically very active, a fine golfer, winner of a leg on the Miller Freeman trophy. He was also an active Elk.

Port of Seattle Cuts Fish Boat Berth Rate

Downward revision of rates charged fishermen at the Port of Seattle's Salmon Bay Terminal were granted January 1 as a result of protests lodged when rates advanced last summer.

Under the new rate boats are charged 22c per lineal foot per month, insead of 25c. Rentals of net lockers also were reduced.

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Pacific Fisherman's NEWS

JANUARY 1, 1960 Volume 58 Number 1

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canners; *Joseph Erisman,* gillnetters; *John Brown,* reef netters; *Bert Johnston,* trollers.

In presenting the commission's recommendations to the industry—which attended the Bellingham meeting nearly 300 strong—Loyd A. Royal, director for the commission, made it plain that they were based on five assumptions:

1. That the allowable catch of Sockeye will be a minimum of 2,000,000 fish, to be divided equally between the fishermen of the two countries.

2. That the size and efficiency of the U.S. fleet will be the same as that *during the Chilko Sockeye run* of 1959. (Mr. Royal is reckoning on an increase in gillnet efficiency over the low level of that year's performance in 1959).

3. That the Canadian fleet fishing Strait waters will not exceed 45 purse seines and 100 gillnets.

4. That the timing of the Chilko run—which will account for 75% of the 1960 Sockeye—will be approximately the same as in 1956, the parent year.

5. That an escapement of 50% of Birkenhead and other late-running races is desirable to offset the decline in these escapements in recent years.

Substantial departure from one or more of these considerations as the season develops can be expected to be reflected in emergncy regulations designed to cope with the situation as it arises.

Asked by Mr. Mladinich as to the size of the United States fleet during the 1959 Chilko run, Mr. Royal said it approximated 170 purse seines, 315 gillnets and 70 reefnets.

Early Runs Need Protection

● While 1960 is on the weakest cycle of the Fraser River Sockeye, a catch of approximately 1,000,000 fish for each nation would rank close to the top in the history of the cycle. Only twice since 1912 has this figure been exceeded for the cycle of which 1960 is a part.

Among some of the significant data offered by Mr. Royal in his look-ahead to the 1960 season were these points:

The pattern of the cycle gives no promise of a significant catch before July 20.

Fishing for Sockeye cannot be permitted before July 18 because (a) the early fish on this cycle for unknown reasons seem particularly vulnerable to the gear; and (b) the races of which these fish are a part need building-up.

The Chilko run should be compact from July 18 to August 10, and about over by the latter date.

The Birkenhead race and other late-running races are weak and need reinforcing, demanding an escapement of 50% after August 10.

The forecast for 1960 is based on (a) number of seaward migrants from Chilko on this cycle; (b) return of jack males in 1959; (c) indications of survival rate at sea, expected to be about 7% of the seaward migrants.

Of the 2 million fish forecast for 1960, the Chilko spawning gravels is to provide about 1.7 million.

Escapement of 400,000 fish to the Chilko spawning gravels is optimum. Beyond that the fish are forced to spawn in water too swift for the fry to swim upstream to the lake for rearing.

1961 Outlook Is Golden

● Optimism of the Director for the years beyond 1960 remains unclouded by new data. With only one hedge—"if the sea survival is *good*"—he does not hesitate to forecast 1961 as one of the really big years in the history of the Fraser River Sockeye fishery.

The Sockeye run of 1959 provided the best catch on its cycle since 1903; and perhaps exceeded even that year when *escapement* is added to *catch* to give the full measure of the *run.*

Normalcy in temperature and timing appear to be approaching, if not here, so far as the ocean conditions affecting the Sockeye runs are concerned. Mr. Royal reported that the 1959 run's "landfall" was entirely normal, although the run was still slightly late in arriving. Surface water temperatures off the British Columbia coast returned to normal levels by early fall of 1959.

1959 Pink Experience Bewilders

● Pink salmon catch in convention waters in 1959 exceeded the Salmon Commission's predictions, due in part to the effectiveness of the gear on Pinks. As result, the escapement was below the level required for build-up of population.

Thus the staff report on Pinks in 1959 attributed the better-than-forecast catch to (a) exceptionally heavy crop of seaward migrants in 1957; and (b) the relatively large catch, partly at the expense of escapement.

Actually, the Pink salmon escapement to convention spawning grounds in 1959 was calculated at only 1,072,000 fish, against 2,425,000 in 1957.

Kenneth A. Henry and Fred J. Ward, biologists specializing in the Pink salmon research, attributed the record catch of Pink salmon by trolls in 1959 to (a) the stimulus of high fish prices; and (b) improved lures—rather than to abundance of fish off the coast.

Trollers in 1959 took an estimated total of 432,000 Pink salmon bound for convention waters, according to Mr. Henry, who remarked further: "Trolls can no longer be ignored as a factor in Pink salmon management."

Mr. Ward reported that 26% of the Pink salmon entering convention waters came by way of Johnstone Strait.

● Increased efficiency of the gear operating on the Pink salmon run of 1959 was given by the scientists as the primary reason for the less-than-desirable escapement. For reasons not well understood, all forms of gear working in salt water showed efficiency above normal, so far as Pinks were concerned. On Sockeye, not so.

Thus the investigators reported that Canadian purse seines fishing the Strait showed an efficiency increase of 27%, and gillnets in those waters 71%.

American gear fishing the San Juan Islands area increased in efficiency thus: Purse seines, up 71%; gillnets, up 63%; reefnets, up 27%.

Point Roberts gear efficiency increases were: purse seiners, up 29%; gillnets, up 56%; reefnets, up 128%.

● Following the Salmon Commission's traditional practice of rotating offices every two years between the two countries, DeWitt Gilbert of the United States was elected chairman of the commission for 1960-61. Senator Thomas Reid of Canada, the retiring chairman, was elected vice chairman and secretary. Mr. Gilbert is editor of *Pacific Fisherman.*

Alaska Native Canneries Move Their Headquarters

Four Alaska tribal salmon canning companies moved the Seattle offices which they share to 715 Hoge Building Dec. 1. They formerly were quartered in the Colman Building.

Rod Pero, for a number of years with the frozen seafood department of Wilbur-Ellis Co., San Francisco, has been added to the sales staff of Bentley-Markey, Inc., San Francisco.

Article No. 8, Latin American Series

Peru's Booming Boat Yards Building Hundreds of Hulls

● In Peru the boat-building business is in a rocketing rise, pushed by the demands of the booming fish-meal industry.

Today in Callao the shipyards are crowded to the last square foot with new hulls. Yards have expanded, acquired new space, then filled it with boats a-building. Every corner, in driveways and behind sheds, is occupied with skiffs and smaller boats, while the bigger hulls shoulder each other for room in the main yards.

The fish-meal boom has come at a time when the Peruvian fishing fleets were approaching obsolescence. Many boats were getting old, and needed replacing; and since the meal plants' demand greater and ever greater tonnage per day, the old boats were getting too small besides.

So now the yards are struggling with the double demand for new, bigger vessels for more tonnage, and for replacements.

Another reason for bigger boats is that thoughtful fishermen and processors don't depend on the anchovy fishery just outside Callao harbor being able always to supply the growing demand of the growing industry.

Mass production in the Hubner yard at Callao. When **Pacific Fisherman** took this picture the yard had four steel and eight wooden hulls building.

Callao's biggest shipyard, Santa Rosa, extends far beyond the limits of this picture. This year this yard alone is building 120 fishing vessels.

So far, research being carried on by the Consejo Hidrobiologico del Peru (Peruvian Hydro-Biological Council) is not conclusive; and nobody knows what the conclusions will be when they are reached. Most fishermen seem to feel that even if the fish remain plentiful, the boats will have to go out farther to catch enough of them.

It takes a bigger haul to make a longer trip pay; and for a bigger haul you need a bigger vessel.

Designs Develop as Fleet Expands

● While the old fleet consisted mostly of 55′ and smaller boats, the hulls now being built are 60′ and larger. Many are 80′ and there are plans for some even larger.

But size is not the only considera-

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Skipper and owner Anthony Cresci (right) points to oil pressure gauge which registers a steady 25 lb. psi at normal and high speeds and 15 lb. psi while idling, indicating excellent condition of Atlas Marine Diesel. Says Mr. Cresci: "We've used nothing but RPM DELO in this engine since it was new, 13 years ago. We feel DELO is the best possible oil to use in this type of service, and the condition of the engine proves we are right." The Cresci family has used Standard products aboard their fishing boats since 1919.

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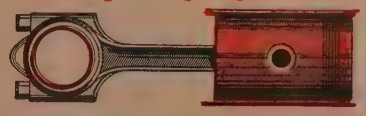

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tion. Peruvian designers, encouraged by some of the more free-thinking fishermen and processors, are putting into practice some highly original ideas in design.

Stern-engine boats are being built. There are some with divided holds aft. Also others with double holds fore and aft, and booms swinging both ways. A new method is being worked out for pumping the fish from the net into the hold with a minimum of water; later pumping water into the hold to unload the fish. There are new stern hull lines to increase speed without seriously reducing capacity.

Peruvian Design Steel Vessels

● Astilleros Maritimos y Fluviales Hubner, SA, in Callao (Hubner Marine & River Shipbuilding Co.) is building a new type Peruvian-designed steel vessel expressly for the Callao anchovy fishery.

These new boats measure 78′ by 20′ by 10′, with hold capacity of 5200 cu. ft., or 140 tons of anchovies. Their lines are designed for maximum load with short radius of action.

They have three holds, each divided into three compartments, so the boat can carry a heavy load safely and steadily. The dividing bulkheads can be instantly removed, and the entire load will be unloaded through the central hatch at the dock.

These vessels are equipped with Peruvian-made 8″ pumps for pumping the fish from the net into the holds, the aim being to avoid all possible friction damage to the fish, and to ship as little water as possible with the fish.

The material for the hull is ¼″ steel plate, an American-made alloy from Bethlehem Steel, named Mayari R. Mayari R is said to be six times more corrosion-resistant than hot rolled steel plate, and the Hubner yard is using it in virtually all its hulls.

The new steel boats of this type are powered by Caterpillar D-353 6-cyl. 290-hp. diesel engines through 3:1 reduction gears. The propellers are Columbian bronze, 60″ by 39″, three blades.

There will be no auxiliary engines. A power take-off from the main, by means of a belt, will operate the electric generator, and another belt power take-off will be used for the winch. The winch, incidentally, is Peruvian-made, by Talleres Hernan Caballero of Callao (Hernan Caballero Metal Works).

To run water into the hold for unloading, 2″ and 2½″ plastic pipe lines, made in Peru, will be used. The hulls will be protected with Woolsey marine paints.

Zumban los Astilleros de Perú

Dentro de los últimos dos o tres años la industria productora de harina de pescado en el Perú ha surgido de una manera asombrosa, doblándose y redoblándose la exportación de dicho producto marino.

Mientras más crece la industria de la harina, más se necesitan barcos de mayor tamaño y de mejor calidad para coger las cantidades de anchoveta que piden las fábricas de harina.

Por tanto, en los astilleros del Perú actualmente se mantiene una actividad fuera de toda norma. Las varias empresas han agregado terrenos y facilidades, sin embargo hasta la última vara de terreno se ve ocupada por algún barco en construcción.

También se han realizado cambios notables en el tipo de barco que se usará para capturar las cosechas de anchoveta.

Anteriormente las embarcaciones eran chicas, de 15 metros o menos de largo, con pocos equipos mecánicos para manejar las redes. En cambio los barcos nuevos miden de 20 metros hasta casi 30, y llevan cigüeñas mecánicas y otros equipos para manejar redes más grandes con mayor rapidez y menos esfuerzo.

Se estan construyendo barcos con motor en popa, barcos de acero, barcos con bodegas divididas en compartamentos. Algunos barcos serán equipados para viajes más largos de pesca. Se habla de bodegas refrigeradas y de camarotes para la tripulación.

Las redes asi mismo han mejorado, siendo las nuevas en mayor parte de nylon, material duradero, resistente y fuerte. Las redes de nylon sirven seis, site y más años, lo que logra grandes economías para los dueños de barcos.

Tambien aumenta en Lima y Callao la construcción de camiones de acero, ex profeso para transportar las cargas de anchoveta de los muelles de descargue a las fábricas de harina. Otras fabricaciones de acero, como cocedores y prensas para elaborar la harina, también se están construyendo en los talleres del Perú, que así están aprovechándose del rápido desarrollo de la industria peruana de pesca industrial.

Stern-Engine Design

● The Hubner yard also has under construction several identical stern-engine vessels, from a single design. Besides these, it has built the *Agadir*, a stern-engine boat of distinct design, ordered by the anchovy-reduction firm of Franco Peruana de Industrias SA, Callao. *Agadir* is in the water in Callao harbor being finished as this is written.

93 Tons of Anchovies carried convenienlty aboard a 60′ steel vessel into the harbor of Callao, Peru. This shows the load-carrying capacity of the Marco-designed craft built by Fabricaciones Metalica.

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The single-design stern-engine vessels are wood, 60′ by 18′ by 8′. The design incorporates a rounded stern to gain speed.

Placing the engine at the stern eliminates the extended propeller shaft and the vibration it causes, which is sometimes severe enough to open seams.

These vessels are powered by Caterpillar D-342 Series C 6-cyl. 220-hp Diesel engines. *Agadir,* however, has a French Baudoin marine diesel power plant. Three of the stern-engine boats are on order by Maritima Pesquera of Callao, one of the larger fishmeal plants in the Lima-Callao area.

In addition to the wood stern-engine hulls, Hubner was building, as this was written, two 78′ steel stern-engine vessels, 20′ beam, for Amial Peruana, powered by Caterpillar D-353 290-hp diesel engines.

Santa Rosa Shipyard is the largest in Callao and has this attractive headquarters building.

Stern-Engine Design features **Agadir,** whose diesel is installed with a short shaft beneath the open hatch cover shown in the picture. The vessel is a 55-footer.

The Hubner yard has 11 steel boats, in two yards, on the cradles as this is written, in addition to a number of wood vessels. The firm is run by three former Peruvian naval officers, one a graduate of Massachusetts Institute of Technology, Boston. They are Capts. Alejandro Bastante (he is the MIT graduate), Oscar Hubner and Jorge Labarthe, the last a nephew of the owner of Callao's largest shipyard, Astilleros Santa Rosa, a competitor of the Hubner yard.

Seattle Design, Callao-Built

● The Santa Rosa shipyard is building one tugboat and several fishing vessels on plans provided by Marine Construction and Design Co. of Seattle, Washington.

The Santa Rosa yard, like all Callao yards, is a picture of boom activity. In 1958 the firm built about 100 vessels, 95% of them 60′ to 65′ in length, according to Sr. Javier Labarthe Correa, general manager. This year the output will be about 120 boats of the same size or larger. The yard is headed by Adm. Enrique Labarthe, father of the general manager.

Young Sr. Labarthe knows fishing from the inside out, having been a fisherman himself for about six years, fishing for tuna out of Mancora, where Peru's best fishermen are traditionally trained.

Santa Rosa has so far not gone in for steel shipbuilding, specializing in wood. The wood that goes into his hulls, Sr. Labarthe said, is about 40% Peruvian wood, used mostly for structural members. The balance is Oregon pine, which goes into decks, linings, keel and other parts. Marine-grade plywood is used, though not univers-

Diesel engine installation in a new steel fishing vessel at the Hubner yard in Callao, Peru. The engine is a Caterpillar. The "estera" roof on the left is typical of Peruvian cover, where shade is vital, but it never rains.

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ally, for wheelhouses and superstructures.

The native wood, which is extremely hard and heavy, is among the world's best for marine construction, according to Sr. Labarthe. It is not only very stable and holds nails tenaciously, but is highly resistant to marine growths and deterioration. It is found along the entire length of Peru, and is not scarce, although supplies are sometimes slow in the rainy season—the mountain rain season, that is. It never rains on the coast.

Sr. Labarthe sees no slowing down in Callao's present shipbuilding boom. He sees continuing activity ahead because, he says, Peru's entire fleet needs to be converted to vessels of larger capacity and better construction to last through a longer service life. Present typical hold capacity, he says, is about 80 tons, and that is too small a boat under present conditions in Peru. The entire fleet must be changed over, Sr. Labarthe says, and everybody in the industry is aware of it.

Mechanization? Not of Building

● Like boat-yards everywhere, Callao boat-yards are slow to mechanize—or perhaps it should rather be said that there is not a great deal that can be mechanized about building a boat. Power saws are in use, as are cranes and overhead hoists, but there is still a good deal of hand-sawing, and a good deal of hand-toting where fork-lift trucks or dollies could be used to advantage.

According to Sr. Labarthe, skilled labor is not a problem, at least in his yard. Santa Rosa employs about 100 men. Construction time on a fishing vessel around 60′ is about five months at Santa Rosa at present. Besides building scores of vessels for the Peruvian fisheries, Santa Rosa is now building at least one vessel for Chile (Iquitos) of the same type and size as those for Peruvian users.

22 Steel Boats on Order

● One of the notable Peruvian boat building enterprises is Fabricationes Metalica, headed by Henry J. Koehler. This yard is a well-mechanized operation which specializes in the construction of steel purse seiners to designs by Marine Construction & Design Co., Seattle, Wash.

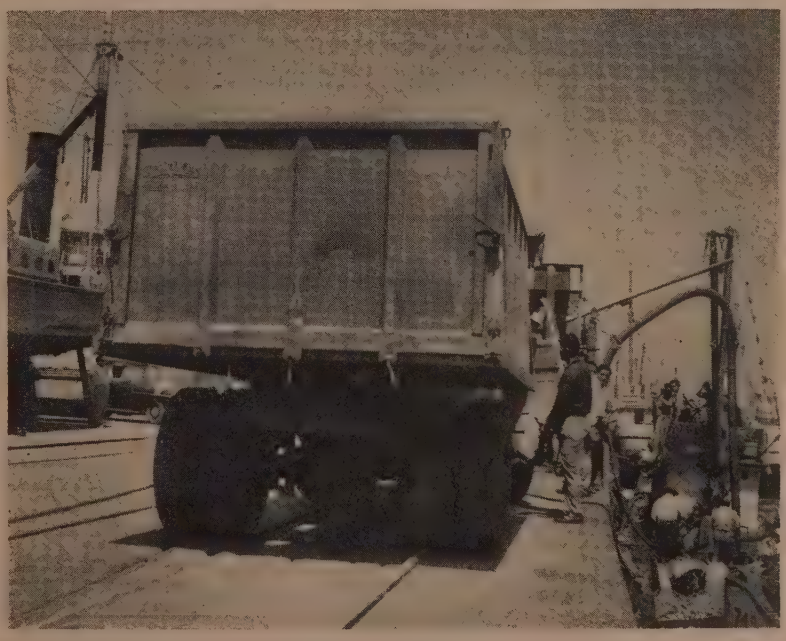
Remarkable success was achieved by early examples of this line and Fabricaciones Metalica had orders for 22 sixty-footers of Marco design at last report. It was completing these vessels at the rate of four a month under license from Marine Construction & Design.

The Marco vessels carry 93 metric tons of anchovies readily and are powered with 610 General Motors diesels. The F. M. yard is also building steel seine skiffs, which are planned for diesel power.

The Fabricaciones Metalica yard has a derrick of 44 tons capacity, besides a heavy-duty crane, and the ways are arranged for straight-line building.

Trucks, Nets, Blocks

● The fishing industry boom has boosted the manufacture of metal truck bodies. For hauling anchovies the few miles from the unloading docks to the meal plants, a more or less specialized truck body has been developed. These bodies are being made in Callao, many of them by Fabricaciones Metalicas, which also makes tanks, trailers, containers, fish-meal dryers and other metal fabrications. The truck bodies are essentially sturdy, simple steel bins with drop-opening tail gates.



Fish unloading facilities are built by shipyards. This is a special steel truck body, to which anchovies are delivered from the pump for haulage to the reduction plant.

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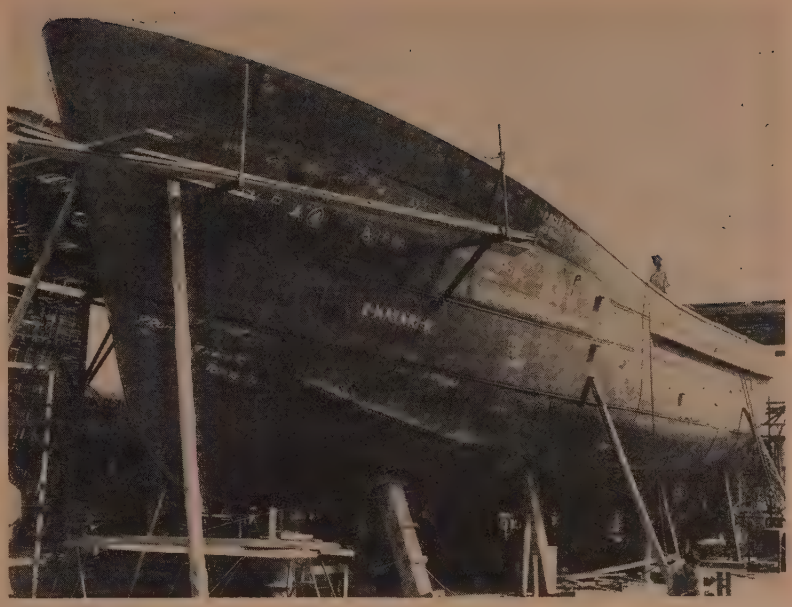
Lima has at least one fully mechanical net factory, Textil Maritima, which produces nets of all meshes, using US-made DuPont nylon filament. Textil Maritima spins its own thread and weaves its own webbing, using French and English looms. An affiliated company makes cotton textiles, an important industry in Peru where cotton is grown extensively.

Profit-wise, the nylon net has "made" the anchovy fishery in Peru, according to well-informed people in the industry. Formerly it is said, fishermen usually just about had their nets paid for when the season ended—and before the next season began it was usually necessary to replace the net, or part of it at least.

Nylon nets are long-lasting, many fishermen being able to get seven or eight years' wear out of one good net. This has changed the profit picture from dull to bright, and nylon nets are rapidly coming into universal use in Peru.

Power blocks are also being used by more fishermen, as bigger nets make them necessary. According to informed guesses, there are now in Peru about a dozen power blocks in use. 1960, with bigger boats launched and bigger nets aboard, is expected to be the Year of the Power-Block in the growing fisheries of South America.



Steel Hull of a fishing vessel under construction by Hubner at Callao, Peru, using Mayari-R corrosion resistant steel plates manufactured by Bethlehem Steel Corporation.

"Tillikum" Is Wrecked

Halibut boat *Tillikum*, 47', was wrecked and lost on Holliday Island, B. C., shortly before the middle of December while en route from Petersburg to Seattle.

Capt. Earl Backen, Jim Blatchford and Chris Lando, comprising the crew, were rescued by the U.S.C.G. cutter *Citrus*.

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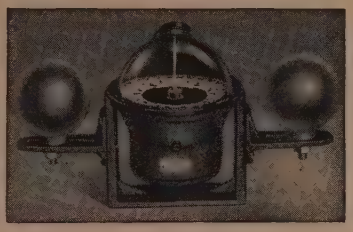

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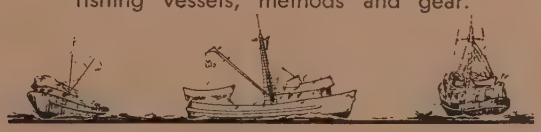

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Marco Steel Vessels To Fish in Chile

Marine Construction & Design Co. is completing three 50-ton capacity combination purse seiner-trawlers for export to Chile. The boats will be used in the Concepcion area of Chile, to deliver fish to Sociedad Pesquera del Sur S. A. and other fish meal factories and canneries in that area.

The vessels are built of steel, and are equipped with most modern fishing equipment, including Puretic power blocks and Kelvin-Hughes white line fish recorders.

The engines are GM 6-71E, with 4½:1 Allison reduction gears. Apelco radio equipment is being installed.

J. R. Townsend Forms Knotless Netting Firm

James R. Townsend, San Francisco, internationally known fisheries consultant, is now president of a new firm, Patcoat Co., New Jersey, distributors of P-K knotless nylon netting manufactured by one of the largest netting manufacturers in the world.

Mr. Townsend will maintain his offices at 112 Market St., San Francisco, and will still be available for fisheries consultation work. He is very enthusiastic over knotless net, maintaining: "This netting is superior to standard knotted nylon netting because it is lighter, stronger, and requires less mending," says Mr. Townsend. "It has been demonstrated in the menhaden fishery that there is greater serviceability at less cost, with the result that knotted nylon nets are fast disappearing from that industry.

"I predict that within the next three years knotted nets will be entirely replaced by knotless nets."

Mr. Townsend has just returned from an extensive trip to Peru where he surveyed the phenomenal anchovy fishery, investigating the possibility of using anchovy scales for the manufacture of pearl essence.

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KEEPING IN TOUCH WITH TAGGING

Halibut Commission Summarizes 1959 Data

● The International Pacific Halibut Commission tagged and released 5,149 halibut in the Bering Sea during the summer of 1959, using the motor vessel *Allaverdy*, owned by J. H. Todd & Sons, Vancouver, B. C. The vessel was chartered for a period of 125 days, beginning May 1. The fishing crew consisted of seven men, including Captain James Crookes, while a two-man scientific staff represented the Commission.

The vessel operated out of Sand Point in the Shumagin Islands. A total of 341,000 lbs. were caught during five trips while fishing along the "Edge" to a point 200 miles west by north of St. George Island in the Pribilofs and along the chain out to Makushin Bay. Best fishing was encountered on the edge where 123,500 lbs. were taken in one trip on 222 skates. The total number of fish tagged and released in the different regions were: 2,871 on Slime Bank, 1,717 on the edge and 561 between Unimak Pass and Makushin Bay.

Between May and July, the *Allaverdy* experienced the same marked drop in the availability of fish along the Edge as was found by the commercial fleet. A marked change in average size fish caught was also observed. Fish taken in June, 1956, by the *Polaris* averaged 36 lbs., while those taken by the *Allaverdy* in May, 1959, averaged only 21 lbs. A marked drop in the percentage of "greys" was also observed.

● To late 1959, a total of 566 tagged fish had been recovered, compared to a total of 1,199 recoveries in 1958. This marked drop resulted mainly from a decrease in number of returns from the Bering Sea tagging in 1956 and from the Masset tagging in 1955.

Of particular interest among this year's returns was a tag that was returned by the Russian trawl fleet, operating in the Bering Sea. This fish was tagged in June, 1959, on the Polaris Spot, at a depth of 200 fathoms. It was recovered two months later about 225 miles north of the point of release at a depth of 22 fathoms. This tag was turned over to Clinton Atkinson of the U. S. Bureau of Commercial Fisheries during a visit to Russia in the summer of 1959.

The Canadian halibut boat *Miss Jean* was fishing off Coronation Island in May, 1959, when she recovered a tagged fish that had been released in December, 1940, off North Cape. This fish was recovered only 25 miles from where it had been released. It weighed 14½ lbs. at tagging and 65 lbs. at recovery, when it was estimated to be between 24 and 26 years of age. This fish was free a period of 18 years and 5 months, which was one month short of the record set by a fish recovered last year.

The longest migration by a tagged fish recovered in 1959 was made by one that was recovered by the Canadian halibut boat *Haida Chief* on Goose Island ground in June. This fish had been released in July, 1956, in Makushin Bay and weighed approximately 60 lbs. at recovery.

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The new ALLIS-CHALMERS Model 21000 Marine Diesel Engine, installed recently in the trawler "Jinny C", delivers 230 continuous horsepower at fuel savings of from 1 to 2½ gallons per hour over comparable equipment.

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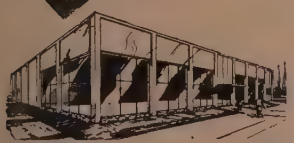

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Pitlamping Pays Off

● Pitlamping as a means of attracting herring became almost universally adopted in the British Columbia fleet during the current season, and unless conservation problems interfere it will become standard practice from now on, according to fishermen and operators who discussed this new development with *Pacific Fisherman*.

So far as the herring fishery is concerned, no danger to the resource is involved, because the herring catch is regulated by regional quotas and there are no restrictions on the method used so long as the quota is not exceeded. The conservation hazard has arisen as a result of the occasional catches of salmon and grilse in the herring seines following the use of pitlamping. The problem is to be dealt with by the Fisheries Department, fishermen and operators at a meeting scheduled for January 29. The general feeling is that a way will be found to deal with the situation without seriously curtailing the use of lights.

"It's surprising how a thing like this has suddenly developed," remarked General Manager R. L. Payne of J. H. Todd & Sons, whose vessels were among the first to use lights successfully in herring fishing. "A couple of years ago using lights to attract herring wasn't even talked about in these waters, although the method was well known and widely practiced in Japan, the Adriatic and in the North Sea for generations. After the results of the 1959 season it's obvious that using lights in herring fishing in B.C. waters is imperative. The boats using lights made the catches; those that didn't use lights were out of luck."

Mr. Payne and others realize that in some areas under certain conditions using lights is unnecessary. After all, they've been catching herring for many years without lights. But lights can be extremely effective auxiliary or "booster" and there have been instances during the past few months when the use of lights created an abundance of herring and good catches where there previously had been barely a sign of fish.

● "But you've got to have savvy as well as lights," points out Nelson Bros.' Charlie Clark, one of the smartest herring skippers in the North Pacific and a highliner since away back. "You've got to know where the herring should be, judging from past experience; and you've got to check the area with sounders or some other device. And you might as well not try fishing at all, with lights or not, if the nights aren't dark and the sea is rough."

B. C. fishermen credit the Japanese with arousing interest in the use of lights on this coast. Some of the first lights used were from the Japanese manufacturer, Sanden Co. Today, not only Japanese but several of the larger domestic manufacturers are in the act. In 1958 most of the lights used—and they were few and experimental—were incandescent. One of the pioneers was Albert Radil, of *Pacific Raider*, fishing for B.C. Packers. But experience has shown that mercury vapor lights shedding a bluish-green hue are superior, and nearly all the lights used in B.C. last season were mercury, similar to the more modern type of street lights. Residents of Victoria had good reason to be astonished one recent night when they beheld offshore the unaccustomed display of fishermen's lights illuminating an area where several dozen vessels were seeking herring. The spectacle created the illusion of a brightly lighted village in the middle of the sea.

Mercury vapor lights outdraw in-

Market Weakness Forces B.C. Herring Shut-down

● Glut of unsold stocks and depressed prices for oil and meal were responsible for an industry-wide shutdown of British Columbia's herring operations announced December 15, and it was considered unlikely that fishing or processing would be resumed for at least a couple of months.

An estimated 1,300 men were automatically out of employment as a result of this action. Of this number 1,000 were fishermen or packer crews and the others shore workers.

Homer Stevens, secretary of the United Fishermen and Allied Workers Union, expressed concern over the operators' decision, stating that it represented the first closure of its kind since the inception of the industry, and he expressed doubt as to whether sufficient effort had been made to market herring for human consumption.

At the time of the shutdown, catch totalled about 161,000 tons of raw fish and production about 30,000 tons of meal and 4,200,000 imperial gallons of oil. This was the highest production for the period in many seasons.

Mr. Stevens maintained that if the herring fleet is tied up after the season, March 10, many of the fishermen will have lost six months, out of the normal eight months' season, and about one-third to one-half their average catch. However, the fishermen lost four months (June 1 to October 6) by their own strike action, the tieup being finally terminated when a two-year price agreement based on a $13 a ton price and continuance of the previous season's wage scale.

● James Sinclair, president of the Fisheries Association of B. C., insisted that there was no violation of the agreement on the part of the operators inasmuch as there was provision for closing down the fishery whenever considered necessary.

Mr. Sinclair said that a contributing factor in the industry's decision was the withdrawal of Procter & Gamble and Canada Packers, two of the major customers, from the B. C. herring oil market because they had found it was impossible to maintain continuity of supply resulting from two herring strikes—nine months in 1958 and five months in 1959. These two companies had switched to vegetable oils as a base for margarine.

Some time ago, the fishermen proposed that the industry try to sell herring in Red China. Mr. Sinclair said that he had told Mr. Stevens that if he or the union could negotiate any sales in that market, the industry would gladly pay the usual 2½% brokers' consideration.

Late in December, the union was discussing the desirability of enlisting support from the federal or provincial governments with a view to resuming operations, but it seemed unlikely that there would be intervention from that quarter.

candescent lights by from 5-to-1 or 2-to-1, according to different fishermen who have tried both. It is generally agreed that, for all its effectiveness, the use of lights in commercial fishing in B.C. is still pretty much of an improvisation. Convinced that lights help them in their operations, fishermen have sought the quickest way to achieve the desired effect, with the result that in many cases the lights have been rigged pretty clumsily and the facilities for auxiliary current gtneration added on an emergency basis, although the Sanden lights and Onan generators widely used of themselves proved admirable for the service. Fishing companies are finding out a good deal simply by experimentation and their own practical experience. Even before the regular season started, B.C. Packers had several of its largest seiners equipped with lights and trying out various methods for using them.

● Probably 80 to 90 seiners and a few packers were equipped with lights for fishing last season. Most of them varied four lights apiece, rigged along the sides. A few skippers carried six or seven. Captain Clark on *Western Girl* carried six, with two along each side and one at the bow and another at the stern. Other boats have positioned lights at the top of the wheelhouse.

There's quite a trick in finding the right place to spot the lights; they shouldn't be too close to the water nor too distant, and, some skippers have found, they should cast their rays at an angle and not straight down. In 1958, one of the interesting experiments was with an emergency airport lighting set imported from the U.S., using a 12 kw. gas-powered generator. Last season most of the individual lights used were 200 to 500 watts.

The real rest that demonstrated the importance of pitlamping and the effectiveness of mercury lights occurred last fall in the lower east coast area of the Gulf of Georgia. Catches at first had been spotty and relatively small, but when lights were used the fish began to school where they had not been observed before and catches suddenly became heavier and more regular. It was the extensive use of lights on a fleet of some 60 vessels that brought such a sharp increase in that area's harvest that reduction plants were congested for many days.

● The suddent addition of lights has resulted in many cases in considerable overloading of individual boats' power plant and it is obvious that a small-scale revolution in generating and other associated facilities will take place as a result of the new role played by illumination. There is expected to be a trend towards installation of alternating current so as to provide more flexibility for accommodating increases in the power load, and more generating plants are likely to be installed for lights only rather than for hook-up with other uses. Overall cost of the light installations of 1959 ran from $800 to $1,000.

"In the long run," said one Vancouver supplier who has been close to the development from the outset, "I look for elimination of the complete all-purpose generating unit and a tendency to install separate generators for lights connected to the existing auxiliary engine. There will be more alternating current, too, as the boats get bigger with increased installations for radar and electronic equipment, navigation units, refrigeration — and now lighting."

Whatever refinement may materialize, B.C. herring fishermen are convinced that the use of lights is here to stay, marking just one more revolutionary development in an expanding and resourceful industry.

California to Monitor Radioactivity in Fish

California's director of fish and game, William E. Warne, has appointed Harold Bissell to the position of supervisor of radioactive monitoring and surveillance. The appointment was made on account of increased concern for the possible hazards of atomic waste disposal on California's ocean fish.

Mr. Bissell has a wide background in biochemistry, chemistry, game and marine invertebrate zoology.

"The increased activity in the radioactive field in California makes it necessary that the department determine what is happening to the fish and game resources," said Mr. Warne. "The fact that aquatic and marine organisms have a unique property of concentrating radio-active materials makes this area one of very great concern."

Several areas of concern have already made themselves apparent, Mr. Warne said. Certain shellfish off northern California are reported to have radioactive levels many times over the background level of their environment. Some mollusks of southern California likewise are reported to have "warmed up."

Mrs. W. C. Arnold Dies

Mrs. W. C. Arnold, wife of the managing director of the Alaska Salmon Industry, Inc., died in Seattle the first of December after an extended illness. She was 57.

She had lived for a number of years in Ketchikan, moving with her family to Seattle 14 years ago. She was widely known and respected throughout the Salmon industry.

Besides her husband, Mrs. Arnold is survived by a son, W. C. Arnold Jr., and a daughter, Mrs. John Calvert, both of Seattle.

Kildall Dies at Sea

Louis J. Kildall, 39, crew member of the Albacore boat *Hermes II* bled to death while at sea more than 200 miles west of San Francisco.

John A. Saarinen, San Diego, owner and skipper of the boat, and Edward Lockhart, Eureka, crew man, told the Coast Guard that Mr. Kildall had slashed his throat with a piece of broken glass.

Air Raft Saves Life

The 46' Albacore troller *Aleutian* out of Newport, Ore., sank about 150 yards off Patrick's Point, near Eureka, last month. Glen S. Brooks, owner and skipper made it to shore in a rubber life raft.

PMS is Linen Thread's Exclusive Outlet in Washington and Alaska

Two of the oldest and best known companies serving the commercial fishing industry have joined forces to improve service to Alaska and Washington fisheries.

A joint announcement of an agreement to provide this improvement in service was made Dec. 15 by David L. Malcolm, Jr., vice president and general manager of The Linen Thread Company, Inc., and by Edward Cunningham, president, and Robert D. Ladd, vice president and general manager, Pacific Marine Supply Company, Seattle.

Under the agreement, the Pacific Marine Supply Company will serve as exclusive distributor for the commercial fishing products of The Linen Thread Company, Inc., in the States of Washington and Alaska.

The agreement covers such well known Linen Thread brands as:

Barbour's Nylon Seine Netting
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Netset—a netting Preservative

The Linen Thread Company, Inc., began pioneering in the development of superior types of netting for American fisheries more than a century ago. Its record of service to the fishermen of the Pacific Northwest is almost matched by that of the Seattle headquartered Pacific Marine Supply Company, which was founded more than 60 years ago.

Fast service to even the most remote fishing ports in the Alaska-Washington area for every type and size of netting is one of the planned results of the association of the two companies.

The Pacific Marine Supply Company maintains a large and completely equipped netting shop for the fashioning and rigging of seines and gillnets to meet all requirements, a service it supplements by carrying complete lines of other fishing products ranging from rope and anchors to electronic aids. The company also specializes in such related products as guns, ammunition, outboard motors and boats, and provides complete ship chandlery service for all types of vessels.

Chile's Growth in Fishing Stimulated by New Vessel

● The University of Chile will shortly take over a modern marine and fishery research vessel, whose duties will include detection of new fishing grounds and experiments to esablish the most efficient methods of exploiting the great abundance of fish in Chilean waters.

Because the ship will be at sea for 270 days of the year, very heavy demands are made on her machinery. Like several other special-purpose vessels of this kind, she is therefore, equipped with a B&W Alpha diesel engine.

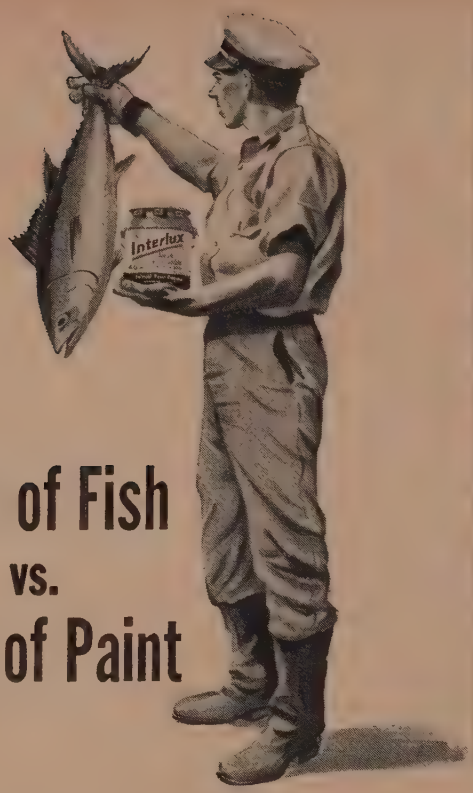
The new vessel will be followed with the greatest interest in the discharge of her duities by fishery research men the world over.

The vessel is being built at the Bremen Yard in Valparaiso. Her main dimensions are: length 22.7 metres, breadth 6.2 metres, and displacement 110 tons.

There are two laboratories on board and cabins for four researchers besides accommodation for a crew of eight. One of the two holds is appropriated for gear used in marine research and experimental fishing, while the other hold is arranged with refrigeration and thermal insulation for a cargo of 15 tons of fish.

The 4-cylinder B&W Alpha engine of the type 340-V develops 220 hp at 450 rpm, and the fact that it is provided with controllable pitch propeller greatly facilitates special manoeuvres during marine or fishery research work. The cruising speed will be 9 knots, and the vessel's radius of action, 2,000 miles.

A number of marine and fishery vessels have in the course of time been equipped with B&W engines. As early as 1931, Burmeister & Wain built the research vessel "Atlantis" for Woods Hole Oceanographic Institute.



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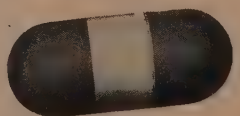

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FOOD FISH MARKETING

Section of PACIFIC FISHERMAN —

News and Views of National Trade in Fish and Shellfish

January 1, 1960

No Fireworks; No Shooting—

But a Good Time to Look Ahead

● Nothing spectacular manifested itself at the National Food Brokers Association convention in December, according to the reports of salmon sellers who attended the Chicago meeting.

It was a time for working with field broker organizations, and no particular volume of business passed; and there is no reason to believe much was either sought or expected.

Salmon is high — that's admitted; but primary marketers do not report having heard any disquieting amount of the "priced-out-of-the-market" talk so often encountered.

As a matter of fact, the tendency on the part of some sellers is to encourage unanimity on Chum talls at $22.

● Reports on salmon movement in the metropolitan centers call it *good*, but the rural areas are not quite so enthusiastic. They are a little closer to the prices of pork and poultry, both of which are *low*, and their volume detracts somewhat from Chums when they have to be priced around 60c retail for talls.

Holiday retail sales genreally were good, but this did not altogether offset uneasiness in industrial centers where they looked ahead to the end of the 80-day truce and wondered: what then?

● Sum it up so:

The primary salmon market came to the end of 1959 in comfortable position—certainly not over-stocked.

Sales through the holiday period lack significance, but there's still at least half-a-year before any new goods whatever can be anticipated.

Uneasiness among sellers at year-end was more concerned with supplies for the last couple of months of the market year than with late winter and early spring sales. Some expected to be sold out before new pack—but the Japanese ability to find a few month cases than they thought they had promised protection.

● It's a time to look ahead—

To the steel strike and the threat of other strikes, for the near future;

To Alaska's first year of administering its own fisheries, for the intermediate term;

To the Geneva conference in March, for the long pull.

Geneva could generate developments of profound importance; and they would certainly not be confined to one fishery or its market. They could affect tuna as well as salmon: shrimp as well as crabs; frozen as well as canned.

Japan's Atlantic Tuna Catch Rate Declines

Rate-of-catch experienced by Japanese Atlantic tuna fishing vessels fell sharply in November and December in each of the past two years, but the degree of decline reported by the 40 longliners working the area this winter came as an unpleasant surprise. Most of the vessels were reported late in December as moving easterly toward the Gold Coast, seeking improved fishing locations.

Catch rate was reported as down to from 2 to 4 tons per day per fishing vessel. This contrasts poorly with 8 tons per day in 1958, with 30 vessels fishing; and 15 tons per day in 1957 with 10 clippers active.

The low rate of catch has caused some of the trading companies to decrease the amount of their delivery contracts. The fishing industry maintains that the decline cannot be due to depletion, but is a temporary phenomenon.

California Imports of Frozen Tuna

Cumulative data in tons for 1959 through Dec. 12, and for other years to the nearest comparable date. Data from U. S. Market News Service

	Albacore	Skipjack	Yellowfin	Unclassified	Total
San Francisco	1,392	323	8,900		10,615
San Pedro	10,486	11,471	35,256	223	57,436
San Diego	939	315	4,206		5,460
Total to Dec. 12	12,817	12,109	48,362	223	73,511
1958	13,301	9,523	45,194	350	68,368
1957	18,921	10,454	21,620	620	51,615

Seattle Market

Market prices currently quoted at presstime by Pacific Northwest brokers and cannery sales department, cases of 48 tins, unless otherwise specified, good quality, as reported by the U. S. Bureau of Commercial Fisheries, Market News Service.

Items and Packages	Per Case
Puget Sound	
Sockeye, halves	$24 -25
Sockeye, quarters	14 -14.50
Alaska	
Red, talls	36 -37
Red, halves	23 -25
Red, 4 lbs. (12)	-37
Pink, talls	24 -25
Pink halves	13.50-14
Pink, 4-lbs. (12)	-25
Coho, talls	32 -34
Coho, halves	18 -19
Coho, 4-lbs. (12)	32 -34
Coho, quarters	11 -11.50
Chum, summer, tall	21 -22
Chum, summer, halves	12 -12.50
Chum, 4-lbs. (12)	-23
Chinook, talls	-32
Columbia River	
Blueback, halves	25 -26
Blueback, quarters	14 -14.50
Chinook, fancy, halves	25 -26
Chinook, fancy, quarters	-14.50
Chinook, choice, halves	17 -20
Chinook, choice, quarters	-11.75
Silver, halves	18.50-19
Silver, quarters	11.50-12.25
Tuna, Northwest Pack—	
Albacore, fcy., 7 oz.	13.50-16.25
Yellowfin, chunk, 6½ oz.	9 -10
Tuna, Featured Pack—	
Albacore, fcy, 7 oz.	14.85-15.25
Albacore, fcy., 3½ oz.	9.10- 9.15
Albacore, chunk, 6½ oz.	10.50-13.25
Albacore, chunk, 3 oz.	6.50- 8
Lightmeat, fcy., 7 oz.	14.25
Lightmeat, fcy., 3½ oz.	8.55
Lightmeat, chunk, 6½ oz.	11.00
Lightmeat, chunk, 3 oz.	7.50
Canned Crab—	
Dungeness, 24, 6½ oz.	12.50
Dungeness, 3¾ oz.	7.60
Northwest Shrimp—	
Wet Pack, 24, 4½ oz.	7.25
Alaska Shrimp—	
Tiny, 24, 4½ oz.	7.25- 7.50
Small, 24, 4½ oz.	8.50- 9.00
Medium, 24, 4½ oz.	10

Southern California Domestic Tuna Deliveries

Cumulative totals for 1959 through Dec. 12, in tons, as reported by U. S. Market News Service

	Albacore	Bluefin	Skipjack	Yellowfin	Bonito, etc.	Total
Clippers and Albacore Fleet	14,684	16	50,100	27,091	11	91,902
Purse Seiners		7,217	9,374	20,447	990	38,028
Total 1959 through Dec. 12	14,684	7,233	59,474	47,538	1,001	129,930
Total 1958	12,633	15,160	61,438	61,192	2,161	152,584
Total 1957	18,822	9,725	43,531	68,475	34	140,587

Japan's Canned Salmon Sales Moving at Satisfactory Pace

● Canned salmon sales of 2,177,000 full cases were made by the Japan Canned Salmon Sales Co. in the eight months from April through November, 1959.

At the start of this period there was an unsold carryover of 136,000 full cases on hand, largely Pinks.

During the 8-month period the Sales Company accepted shipments of 2,190,000 cases from shore and high seas packers. Thus at the end of November the company had on hand unsold 149,000 full cases, practically all Pinks.

Sales by species during the eight months were:

Kind	Cases
Red	524,000
Silver	107,000
Pink	1,318,000
Chum	174,000
Tidbit	54,000
Total	2,177,000
Distribution by area:	
U.S. and Canada	554,000
United Kingdom	1,100,000
Other countries	523,000
Total	2,177,000

Early in the winter there were reports that a U.S. buyer had cancelled an order for a lot of 85,000 cases of 48 Pink halves because of distress over a clause in the sales contract which required the buyer to carry interest and storage charges after Jan. 1.

The sellers were not specially concerned because of the strength of the European market. France in particular materially freed imports of canned salmon in October, and by the end of November at least 15,000 full cases of halves had been committed to that market.

Wafico (Calif.) Handles Oysters Kirkpatrick

Washington Fish & Oyster Co. of Calif., San Francisco, Al Levy, Manager, is introducing the new oyster pack of Allen Kirkpatrick & Co., Rehoboth Beach, Del.

The oysters, frozen and breaded with a Doughnut Corp. of America formula, are nest picked individually in a plastic tray with fixed dividers.

Robert A. "Bob" Lehman, sales manager for Kirkpatrick was on the Coast last month in the interests of the new pack, which will be distributed exclusively in northern California and Nevada by Washington Fish & Oyster Co. of Calif.

Frohmans Get 40-Fathom Seafoods Distribution

L. H. Frohman & Sons late in December announced their appointment as exclusive sales agents for the 40-Fathom Sales Corporation of Brookline, Mass., in a territory including Chicago, Illinois, Indiana and Wisconsin.

"The principal is packer of the famous 40-Fathom Brand frozen seafoods. As specialists in frozen fish and seafoods, we are proud to add this new brand to our line so that we can be of greater service to the trade," said L. H. Frohman.

Items packed include retail and institutional North Atlantic fillets, as well as scallops, plus individually frozen cod and haddock, both raw and breaded for the portion control users, and pre-cooked retail and institutional packs of haddock, cod and pollock, as well as scallops, are also part of the line.

L. H. Frohman & Sons operates with both retail and institutional specialty men as well as its own travelling wholesale representatives to cover Chicago and the surrounding states.

Scant California Sardine Pack Tends to Lift Selling Prices

● As California's sardine season drew to a close, central California canners became more optimistic. They had started the season facing a big carry-over from the 1958 season.

As the year ended most canners didn't have as much canned fish as they'd like to have. At the start of the season canners had limited fishermen to 35-80 tons, but as the season drew to a close limits were either removed or raised greatly.

Fishermen and airplane spotters reported that there were miles of sardines still in the area, from Pt. Sur north into Monterey Bay, but they were lying in shallow water, where fishermen couldn't get at them without danger to their nets.

During December some fish were actually caught in Monterey Bay in broad daylight within 1,000-yds. of the canneries.

As of December 8, 1959, a total of 13,785 tons of fish had been landed at Monterey Bay and San Francisco canneries, as compared to 22,623 tons for the same period in 1958.

It was estimated that about 275,500 cases of fish had been packed to Dec. 8, 1959, as compared to 452,460 for the same period in 1958.

When it became apparent that the catch would not be as great as in 1958, the price began to rise, and as the year waned, ovals in tomato sauce were being sold at $7.50 per case; talls, natural, $5.25, talls tomato, $5.75, and 100—5-oz., $6.50.

Japan's King Crab Pack Selling Well

Active sales of canned King crab through 1959 saw the Japan Canned Crab Sales Co., Ltd., come to the end of the year with stocks almost exhausted. Supplies for the next four months would be limited to relatively small production of land canneries in northern Japan.

In such an atmosphere the export price for King crab was raised $1 per case of four dozen 6½-oz. cans in 1959 above the level which had held since 1957.

The Sales Company announced late in 1959 that the land cannery pack for that year would approximate 160,000 cases, with a factoryship pack of around 350,000.

Howard Lee Named Superintendent at Orca

Howard W. Lee, who has been assistant superintendent of the Orca cannery of the New England Fish Co. for the past three years, is succeeding the late Carl Carlson as superintendent, it was announced in November.

Mr. Lee has served the New England company for 13 years, 10 of them in Southeast Alaska.

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Crab Catch Shakes Stability of Price

Abundant catch of crabs during the relatively moderate weather of December impaired the stability of the 14c price at which the season opened all the way from Cape Flattery to Southern Oregon.

By Dec. 21 Oregon buyers had dropped their offers to 12c and some boats were tying up, although it appears that fishing was continuing to some extent at most points.

Seattle buyers approached Christmas pretty well fed-up on crabs at 14c and talking 12c.

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Winter Albacore Fishing Sketchy for Japanese

Japan's fishing effort for winter Albacore is on a much lower level this year than often in the past, due to the recent uncertainty of this fishery and the attraction of other areas and other species of tuna for the smaller long-line craft usually working Albacore at this season.

As result, most winter Albacore fishing is being done by the pole-and-line craft.

Fishing was late in getting started, and not productive once under way. Prices were firm in the expectation that the catch would be light.

F. A. Bugge, Canner Of Clams Passes

Francis A. Bugge, former operator of the Bangor Packing Co. at Bangor and Everett, Wash., died of a heart ailment in Seattle in December. He was 68.

The Bangor company was primarily engaged in packing hardshell clams, although on occasion it canned some salmon.

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Southern California Receipts

	Albacore	Bluefin	Skipjack	Yellowfin	Bonito, etc.	Total
San Pedro	22,414	7,080	48,333	75,199	989	154,015
San Diego	2,874	376	22,948	16,891	11	43,100
Total 1959 through Dec. 12	25,288	7,456	71,281	92,090	1,000	197,115
Total 1958	22,463	15,505	70,379	99,313	2,166	209,826
Total 1957	34,338	9,725	52,554	84,612	24	181,253

Lazio's Second Plant Specializes in Shellfish

Tom Lazio Fish Co., Eureka, Calif., is remodeling its No. 2 plant, formerly the Consolidated Fisheries, with the addition of crab cookers, new boilers, etc., according to Angelo Intersimone, manager.

The remodeled plant, where shrimp was picked last summer, will be the crab and shrimp picking plant for the company in the future.

It's A. A. Cincotta III

Antone A. "Skip" Cincotta Jr., son of Tony Cincotta, owner of Cincotta Bros. marine supply and equipment firm, San Francisco, and Monterey, and Mrs. Cincotta, is wearing a broad smile these days. His wife just presented him with a son, their first child, Antone A. Cincotta III.

Salmon Filler Handles Ullin-Dressed Herring

"Tenderloin cut" herring dressed on a Ullin machine for cleaning small fish were filled into 1-lb. tall cans in vertical style in a recent test run at the Washington Fish & Oyster Co. cannery, Seattle, according to Alfred J. Neilsen, superintendent.

The fish were cleaned on the Ullin machine, set to give the "Tenderloin cut," which trims off the belly flaps as well as the head and tail, and also cleans the poke thoroughly. Filling was done on a Continental Can Co. machine at a rate of 195 cans per minute. All cans were found to be full weight when the hopper was properly filled with fish. To give an attractive vertical pack in the cans it was necessary to place the fish crosswise on the conveyor feeding up to the hopper of the Continental filler.

Philippine Tax Action Pinches Japan's Sauries

Japan's pack of canned sauries, some 600,000 cases in 1959, with perhaps 400,000 carried over from 1958, is caught in a pinch as a result of the recent special tax action of the Philippines.

Vigorous efforts to bring about an easing of the tax effect failed in October, and the Japan Export Canned Saury Manufacturers Association at year's end was searching earnestly for means of relieving the situation other than through ruinous price cutting.

Increased packs of pilchard sardines in South Africa and California were felt by the Japanese saury packers to have had an adverse effect upon their usual export trade.

Floods Damage Silvers

Recent flood conditions on salmon streams in the Puget Sound area has seriously affected Silver salmon eggtakes at hatcheries, according to Milo Moore, director of the Washington Department of Fisheries. Escapements of Silvers to most Puget Sound streams is considered poor and this, coupled with flooded-out racks and traps has produced very low egg takes.

Frank T. Bell Pleads Innocent of Perjury

Frank T. Bell, who for a number of years was United States Commissioner of Fisheries, pleaded not guilty to five counts of first-degree perjury in a State of Washington superior court in December.

The charges arose out of an investigation of the affairs of a public utility district.

Mr. Bell was Commissioner of Fisheries through the first Franklin Roosevelt Administration and part of the second, resigning when Fisheries went into Interior under Secretary Harold L. Ickes.

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Hunter & Foland Become Eureka Fisheries, Inc.

Hunter & Foland Fish Co., Fields Lauding, Eureka, has been incorporated and the name changed to Eureka Fisheries, Inc.

Main reason for the name change, according to Gib Hunter, president, is to emphasize their brand name "Eureka" and to advertise fisheries products from the Eureka area. Hermann Foland is vice-president of the company, and L. R. "Bud" Thomas, secretary and general manager. Ted Graham, well known in the Pacific Coast fish business is office manager.

Ray Walker is manager of the I st., plant; Ken Nelson, E st., Bruce Johnson, Fields Landing, and Guy Griffin, Crescent City. The company now has a retail fish market in Eureka—Broadway Seafood Market, and runs several reefer trucks from Santa Rosa to Grants Pass, Ore.

"Betty Jane" Sunk in Collision with "Jo-Be"

The 63' trawler *Betty Jane,* owned and commanded by Capt. John Jorgensen, was holed and sunk while fishing a short distance south of Cape Flattery in November.

The *Betty Jane* had her gear down when she was struck amidships by the 70' *Jo-Be,* owned by Capt. John Anderson. The *Betty Jane's* engineroom was crushed in, leaving her engineer, Jacob Somerseth, barely room to escape.

With Andrew Bernard and Lars Myhre, the rest of the crew, Jorgensen and Somerseth scrambled aboard the *Jo-Be* before she pulled clear. *Betty Jane* sank within 10 minutes in 50 fathoms.

Wojcik & Swiss Firm Specializes in Shellfish

Wojcik & Swiss, Inc., Eureka, Calif., agents for Halibut Producers Co-op (HPC), and Meredith Fish Co., have made a number of important improvements to their plant under the direction of Frank P. Lucido, general manager.

A new 65' by 35' crab and shrimp picking room has been built. A completely new type basket cooker for shrimp and crabs is under construction, and a five ton North Star ice flake machine has been installed.

In one cold storage box individual bait lockers for fishermen have been built. Each fisherman has his own bait box on a "self-serve" basis.

The firm which was founded several years ago by Julian Wojcik and Alfred Swiss has now been incorporated with a number of fishermen owning shares.

Injured Fisherman Collects $15,360

Salvatore Pappalardo, 67, a San Francisco fisherman, was awarded $15,360 damages in Seattle federal court in December for injuries suffered in the Bristol Bay area in 1957.

The verdict was against Queen Fisheries Co. and the Pacific Reefer Fisheries. He was injured in jumping between the *Pacific Queen* and *Pacific Reefer.*

Nick Kulgis Accused Of False Weighing

Nick Kulgis, who for a number of years was secretary of otter trawl fishermen's organizations at Seattle, and who recently had been employed as a fish buyer at the Main Fish Co., Pier 60, Seattle, was arrested late in November on a charge of possessing false weights and measures.

The case grew out of a complaint lodged against Kulgis by Capt. Carl Serwold, owner and master of the fishing vessel *Tordenskjold.* He said that in the process of discharging the schooner and weighing its catch he became suspicious of the weights taken by Kulgis.

After re-weighing loads of fish he said he demanded the counterweights being used and found they had been tampered with, the iron having been bored out and replaced with lead.

The case was brought to official attention by the Fishermen's Marketing Association and the Northwest Trawlers Association, organizations of which Kulgis was formerly secretary.

Coast Adds Shell Crusher at Eureka

Coast Oyster Co., Eureka branch, has just finished construction of a shell crushing system, which conveys shells from the fresh plant at the foot of A st. to a crusher, and then the crushed material on to a barge, in a continuous and automatic flow.

The crushed oyster shells are then taken out and dumped on the nonproductive oyster growing grounds.

Fresh oysters are now given a wash in 34-36° water right after they are opened, according to F. M. Douglas, manager of Coast's Eureka operations. This initial chill gives the oysters improved counter life and improves the quality. The fresh water is contained in a 1,000-gal. self refrigerated tank, such as is used in the dairy industry.

An ice elevator has been installed to ice the shell stock oysters in the bunker to keep them chilled prior to opening and while they are still in the shell.

Annual Halibut Meeting Scheduled for Feb. 23

Annual meeting of the International Pacific Halibut Commission with its advisers and industry representatives will be held at the University of Washington Fisheries Center Feb. 23.

Following the meeting the commission will adopt its recommendations for 1960 regulations, which are expected to be issued promptly thereafter.

Howard Baltzo Assigned To Fur Seal Work

C. Howard Baltzo has been assigned to the regional office of the U.S. Bureau of Commercial Fisheries, Seattle, as director of the Pribilof Fur Seal Program, according to Sammuel J. Hutchinson, region director. He began his new duties in December.

A native of Seattle and a graduate of the University of Washington, Mr. Baltzo is transferred from Juneau Alaska, where he was assistant regional director in fishery management for the federal fisheries bureau. He has 15 years of service in fishery research in Alaska.

Mr. Baltzo will coordinate the federal research and management programs of the Pribilof Island fur seal herds which number some 1½ million animals. Some 60,000 pelts valued at six million dollars annually are harvested under a treaty between the United States, Japan, Canada, and Russia.

Butedale Reduction Plant Toppled by Storm

Canadian Fishing Co.'s fish reduction plant at Butedale, B.C., was toppled into the waters of Finlayson Channel late in November as a result of heavy rain and high winds.

One of the larger plants of its type outside the Fraser river area, the Butedale operation processed about 500 tons a day.

Cost of the damage and plans for rebuilding have yet to be determined.

Peter Evich, Veteran Purse Seiner, Passes

Peter Joseph Evich, 83, one of the grand old men of Puget Sound purse seining, died of a heart attack on Thanksgiving Day at the Seattle home of his son Mitchell Evich.

While he had retired from active fishing in 1936, after 36 years on the boats, he retained an interest with his son, Joseph Evich of Bellingham, in the purse seiner *Peter E.,* named for his grandson, who was in turn named after him.

Troller "Colleen" Sinks

A Moss Beach, Calif., Albacore fisherman and his wife were rescued from the sea 10 miles off the Humboldt coast last month after their 36' troller *Colleen* sank in heavy seas.

J. R. "Bob" Young and his wife Barbara, were picked up by fellow fisherman Richard Haman, Fortuna, who took them aboard his Albacore troller *Lucien.* Also rescued was the Young's pooch Butch.

Inflatable Life Rafts Prove Life Saving Ability

The first at-sea demonstration of automatically releasing and inflating liferafts has been held for the Coast Guard off San Francisco, using Elliot inflatable liferafts. It was staged by C. J. Hendry Company, sales agents, and Survival Equipment Corporation, manufacturers of the U. S. made Elliot equipment, to demonstrate operation of the automatic release; inflation, and similar mechanisms.

The Elliot demonstration consisted of submerging consecutively an 8-man and a 15-man raft at a rate simulating that of a sinking ship. Both rafts contained the complete list of C. G. required survival equipment such as food, water, distress signals, etc., and were packed in standard maintenance-free Elliot fiberglass containers. These containers fit into deck-mounted bases, and are secured in position with lashing fitted with hydrostatic releases.

While the rafts may be instantly operated manually, they also release and inflate automatically when a sinking ship reaches a depts of 15 to 25 feet; at which point the hydrostatic release allows the fiberglass container and its contents to bob to the surface.

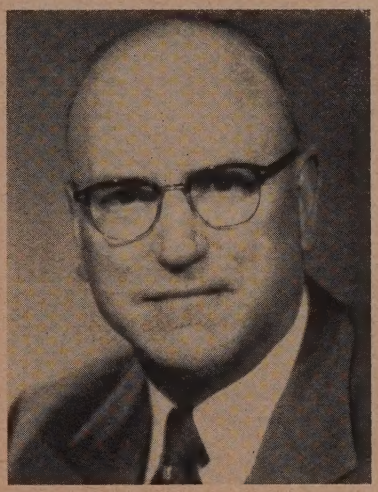
Even a 30-foot boat can carry a six or eight man raft in a space about 18" in diameter and 32" in length; its weight is only about 71 pounds. The smallest Elliot raft, for instance, a four-man unit, weighs only 60 pounds; the largest, for 25 men, weighs only 398 pounds with all standard equipment, emergency pack, and rigid fiberglass container. It inflates to over 17 feet long and 10 feet in beam with 4'3" height, yet packs into a container only 24" in diameter and 56" long, complete with equipment. Despite the insignificant packed size of Elliot liferafts, each one meets Coast Guard requirements for 100% overload capacity—four square feet of inside floor area per person, as well as double buoyancy.

Printed details on these rafts, along with proposed Coast Guard equipment requirements are available from the C. J. Hendry Co., 27 Main Street, San Francisco, or from Norby Supply Co., Salmon Bay Terminal, Seattle.

NCA Fisheries Division To Study Sea's Law

"Law of the Sea" will be the prime topic for the Fisheries Products Division of the National Canners Association during the 53rd annual convention of the N.C.A. at Miami Beach, Fla., January 18-20.

The Fishery Products session will be held at breakfast January 19 with Haakon B. Friele, president of the Nakat Packing Corporation and chairman of the NCA Fishery Products Committee as chairman.



Roger Murray, promoted by Fairbanks-Morse to be vice president in charge of its Pacific Region.

Roger Murray Heads Pacific Region of Fairbanks-Morse

Roger M. Murray, who for 26 years has been manager of the San Francisco branch of Fairbanks, Morse & Co., was elevated in November to the position of vice president in charge of the company's newly-created Pacific Coast sales region.

This marks the first step in sales regionalization for Fairbanks-Morse. The area in the region includes all or part of 11 states — all of California, Oregon, Washington, Idaho, Nevada, Arizona, Utah, Hawaii, Alaska, and parts of Montana and Wyoming.

District sales offices in San Francisco, Los Angeles; Salt Lake City; Portland, Seattle and Phoenix will now be responsible to Mr. Murray's San Francisco headquarters.

The purpose of streamlining the west coast sales organization of this leading industrial company is to simplify operations and achieve a better sales management.

Vice President Murray is a veteran of 43 years with Fairbanks-Morse. A native of Oakland, Calif., he entered the employment of Fairbanks-Morse in San Francisco in 1916.

Since then he has worked also in Beloit, Sacramento, and Salt Lake City for Fairbanks-Morse. He became manager of the diesel engine department in San Francisco in 1931 and manager of the San Francisco branch in 1933.

Japanese Leader's Visit Forges Friendship Link

A strong link of friendship and cooperation between Japanese and California fishermen may have been forged last month when Shoji Shibuya, secretary-general of the All-Japan Fishermen's Council, paid a visit of several days in California, and held meetings with fishermen's and boat-owners' groups in San Pedro and San Diego.

Mr. Shibuya was the guests of John Royal, secretary of Local 33 Fishermen's Union ILWU, San Pedro. One of the highlights of Mr. Shibuya's visit was a meeting of fishermen and boat-owners with about 30 present, at which a frank and full exchange of views took place among owners, fishermen and Mr. Shibuya representing the viewpoint of Japanese fishermen.

High significance was attached to Mr. Shibuya's statement that Japanese fishermen are not fully informed on the situation in the California tuna fishing industry particularly. He said he was glad to hear directly from his California colleagues and to correct some of the ideas his people had, based on information that is often slanted and incomplete.

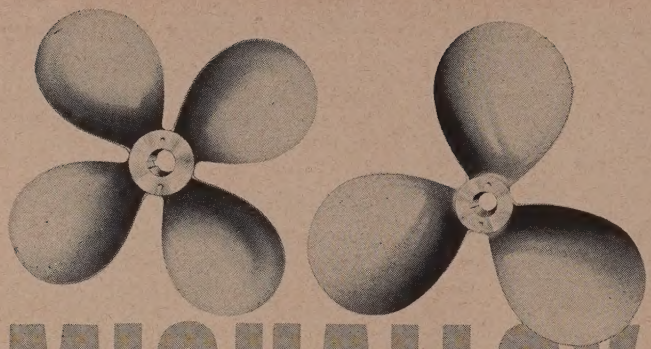
Mr. Shibuya's interpreter on his Californian tour was Paul Higashi, who last year was elected to the post of business agent of Local 33 but had to resign for reasons of health.

Mr. Shibuya spent two days in San Diego in talks with Earl Claggett, manager of the American Tunaboat Association, and with labor leaders of the fishing industry in the southern city. In San Pedro, he appeared as guest speaker before the annual meeting of Local 33. He was taken on detailed cruises through Los Angeles and San Diego harbors.

Mr. Shibuya pledged himself to take back to his people accurate information on facts and feelings among California fishermen, and to work for a closer understanding between producers of fish in Japan and California.

He said his All-Japan Fishermen's Council will extend an invitation to California fishermen's groups to attend the annual world peace conference in Hiroshima in August 1960. This meeting, he said, will draw delegates from 46 nations.

Mr. Shibuya, besides heading the All-Japan council, is chairman of the Yaizu Fishermen's Union.



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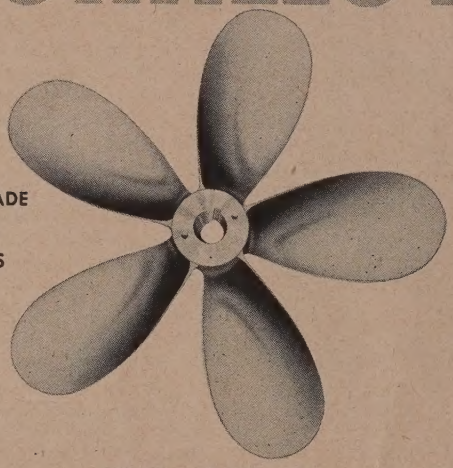

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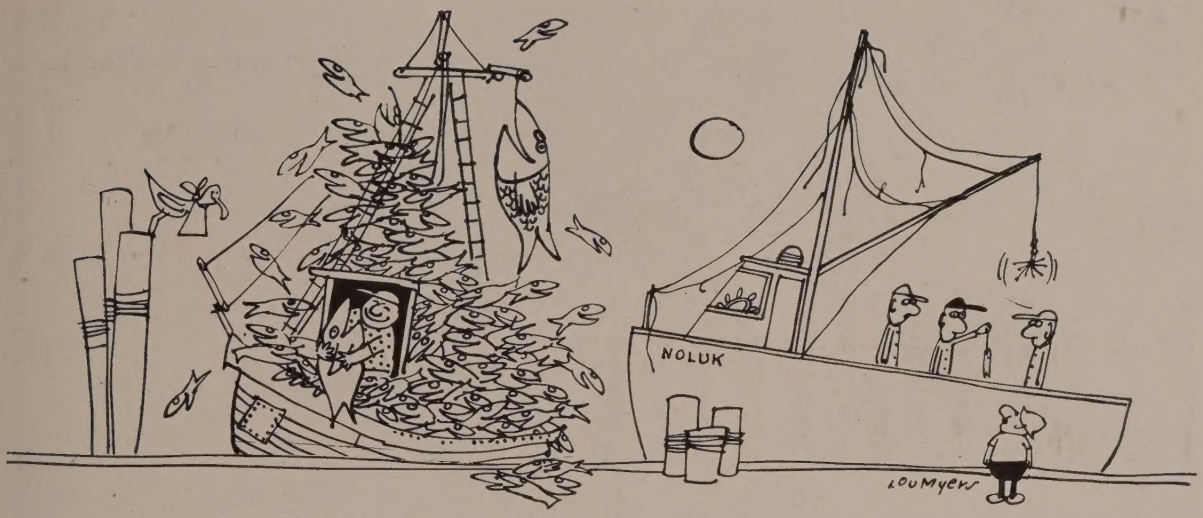

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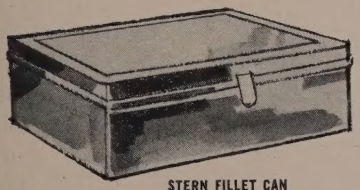

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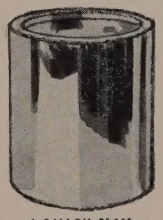

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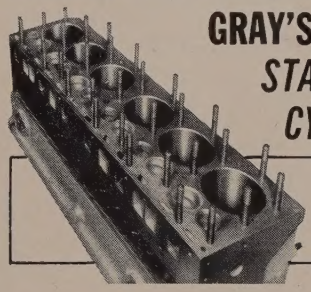

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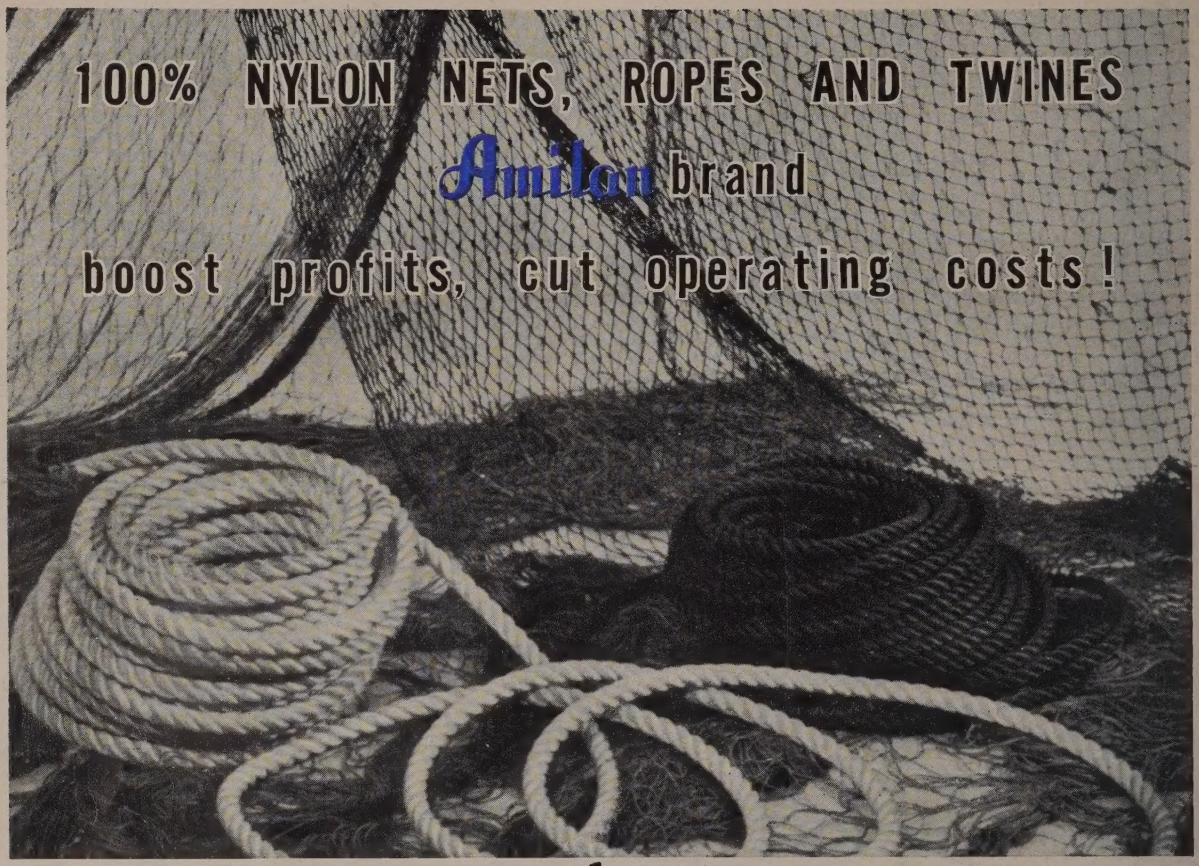

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